BRITISH COLUMBIA NUMBER, Featuring B.C. Mines

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Bring on the Election; Stop This National Loafing

CANADA needs a government with the power to govern. The government now in control of the administration of national affairs lacks that power, for it has neither a strong majority over its opposition nor a united public opinion behind it. It has been for four years a government by consent, and it is now a goverment only by its own consent. As a result, great national issues that must be solved before prosperity can come are left unfaced. To attempt their solution requires more than analysis and sound thinking. It requires courage to force into effect the solutions believed to be right. That courage is sadly absent from the direction of Canada's affairs to-day.

It is absent, for one reason, because the government does not feel a sense of power. Forced, as it thinks, to consider its own security, it dare not invite a real contest on any question of importance. It contents itself with the less contentious and more modest issues of the day and says nothing, does nothing, about the four towering problems of this country.

These are railways, taxation, immigration and the reorganization of civil government for lower costs and greater efficiency.

Canada needs a government that will feel itself strong enough to tackle these mighty menaces to our country's welfare. This involves such a radical change in the government as only a general election can bring about. The people must be given the opportunity to put into power a government that will give them courageous leadership and statesmanlike handling of the nation's business. The general election should not be postponed longer. Bring on the election; let us get in a government with a new term of life and a clear majority and finally start to work. Canada has not made any real progress since the end of the war. There is no better time to start than now.

There is no doubting the portents. A general election now means clear, decisive defeat of the Liberal party as at present led. The Financial Post has no politics; it is neither Grit nor Tory, and has only the national welfare in mind in demanding an immediate election. It has been most generous to the premier and has withheld criticism on many occasions when it was deserved. It is expressing no endorsement of the Conservative platform when it reads the signs throughout the country and finds in them forecast of change. The turn-over seems inevitable in view of the failure of the Liberal government to hazard its hold on office for the bigger interest of the country's good. As such an upheaval is inevitable Canada is merely wasting time, wasting the energy of business and wasting the resources of the country to postpone the change.

The government that will be elected—be it Grit or Tory—will likely have the definite working majority that means public backing. It will then be able to act; to decide on the future of the government railways and choose one of the courses open to reduce the annual railway loss by millions. It will be able to reduce taxation and to give the average man a chance to pocket a larger share of the wealth he creates. It will be able to declare an immigration policy that will not be dictated by the selfish few but by the hunger of our empty lands. It will be able to go one way or the other on the tariff and bring stability to industry. It will be able to put the civil service and public spending on a business schedule. Canada does not need anything more than this to have an era of growth greater than it has ever seen. The country is all right; its troubles are in the way it is being run.

Perhaps it will be pointed out that these things are not all in the Conservative party's platform. It may also be claimed with good reason that the Conservative party is not united nor its leaders proven capable of assembling a business administration and giving it direction. These points may be advanced as arguments for delay; for further postponement of an accounting of stewardship and the re-choosing of leaders. Such arguments are mere quibbling. The clear need is for a government of authority and courage; for rulers with a popular mandate. It is a pity that the election will not be fought out on the big issues mentioned. Elections never centre on vital questions, politicians see to that. But even if the people will not be able to express their wishes completely, they should be given an opportunity to voice their dissatisfaction with the pussy-footing of the present; to command a change and at the same time to command action.

The command of the people can best be given through the democratic medium of the ballot box, and the people have earned—by their patience under inaction—a chance to say who shall lead them back to prosperity and what road they shall take. Any government so commissioned will be bound to attempt something, which is better by far than doing nothing.

Every day the general election is delayed is a day of uncertainty for business amidst stifling inaction.

Bring on the election. Stop this national loafing.

HIGH LIVING COST IS BROKEN DOWN BY BUYERS' STRIKE

Keen Competition Also Played Part in Price Decline

STOCKS ACCUMULATE

Industry Accepts Smaller Profits, Facilitating Revival of Wholesale and Retail Trade

The high cost of living, in so far as Canada is concerned, is at last a thing of the past. Pressure of increasing competition at home and abroad—the chain store and the mail order house—the refusal of the public to buy at higher levels—all these factors have combined to break down the high price resistance, and the old H.C.L. is now nothing more than a fiction.

This change in the business situation did not take place over night. It is the culmination of a long process which had its inception in 1920-21. At that time prices were forced to a peak by the abortive post-war expansion and a shortage in many lines of goods. The fallacy that pre-war prosperity had returned led merchants and manufacturers to support the high costs. Wages also had risen to high levels, and the impression that a long upswing was under way seemed to have support. But immigration had dropped to a minimum. Agricultural prices were out of line and the farm situation was bad. This was reflected in the cities. A general refusal or inability to buy goods, except for immediate consumption, developed. The merchants were slow to realize their error. In 1923 and again in 1924 the professional forecasters were predicting the termination of depressed business, and this led the sponsors of high prices to hold their ground. But one big factor in the depressed business, probably the main factor, was exorbitant costs, and it is only within the past few months that our merchants have really realized this to the extent of slaughtering prices on a large scale, putting on special sales, and making a decided effort to bring prices to the buyers' level.

Prices at Buyers' Level

While there is sufficient evidence that the buyers' strike has been broken and that purchasing power has accumulated sufficiently to conquer the high price resistance, some time is necessary to make the new combination effective. The wholesale price index of 236 commodities prepared by the Bureau of Statistics is at 158 as against 243 at this time in 1920. This is not the lowest point that has been reached, but it is the lowest level that has been consistently maintained.

How is all this reflected in actual business? The first piece of tangible evidence is that huge profits are no longer being made. No very close analysis of financial statements is necessary to convince anyone that industry at large is moving along on a marginal profit basis. The day of exorbitant industrial profits seems to have passed for the present at least. The Canadian manufacturers, and this is largely true of the United States as well, have accepted the inevitable and are satisfied with a smaller profit. The same thing is true all along the line. The wholesaler has been figuring out special inducements to get the goods in the hands of the retailer, and the process necessarily involves smaller profits. In very many cases he is selling at a loss. The retailer in turn is offering special sales. He is cutting prices to the bone. This is true not only of the small corner grocer, but of the department store and the mail order house, as well. Large furniture establishments are of-

(Continued on page 16)

Nova Scotia Coal Strike Cost $18,724,300

Industrial Upheaval in East Was Terribly Costly Affair—Eighteen Million Dollar Estimate May Yet be Increased

From Our Own Correspondent

SYDNEY.—The strike is over. But the cost will still continue to be paid for some time. The following is a revised conservative estimate of the losses direct and indirect due to the coal strike and resulting rioting, unemployment and non-production:

Waterford Lake power house wrecked		$ 75,000
Mining machinery flooded and lost		65,000
Scotia brick shop, 3 autos, 1 locomotive burned		50,000
3 colliery wash-houses burned		14,000
1 hoisting house burned		6,000
9 company stores looted, 4 company stores burned		330,000
10 private stores looted, 2 private stores burned		60,500
1 private ice warehouse burned		3,000
5 dwellings burned, 8 dwellings damaged by mobs		21,300
Numerous carpenter shops, small buildings burned, coach windows smashed, etc.		7,000
Loss of wages, 5 months' strike		4,000,000
Cost of army of occupation (based on previous charges)		280,000
Loss production which cannot be regained this year	(tons) 2,500,000	
Market value of same (representing revenue loss to Besco and the community, but minus labor costs allowed for above)		13,500,000
Loss of royalties to province		312,000
Total		$18,724,300

NOTE.—Revenue losses above are figured on the assumption that the mines will work full time for the next four months. Should loss of markets prevent them from doing so, the total loss directly attributable to the strike will, of course, be greatly increased, perhaps by 25 per cent. or more.

PURE FOOD MAKERS TO FORM C.M.A. GROUP

Scheme for New Specialty Organization Under Way in Toronto Now

Several months ago there was an endeavor to form a Canadian specialty food manufacturers' association. This idea grew more or less out of the Food Products' Association—the organization that was successful in getting through the new Pure Food Building at the Canadian National Exhibition. The matter came up at the general meeting in September last. It has since been taken up by a number of manufacturers in connection with the Canadian Manufacturers' Association, and a meeting is called for Friday of next week, August 21, to discuss the proposition. This meeting will be held in the Canadian Manufacturers' Association offices in Toronto. Specialty food manufacturers interested are being invited to attend. If the proposition goes through, the association will be conducted as a part of the Canadian Manufacturers' Association from their offices.

At the present time it looks as if this proposed organization would materialize.

Costing Method Takes Care of Rubber Price

Goodyear Tire and Rubber Co. of Canada is taking care of the higher cost of rubber through its costing system. This differs from the plan of the parent company at Akron, Ohio, which has created $3,000,000 special raw material reserve. Though rubber has been above $1 a pound for some considerable time, Goodyear of Canada has been using rubber that costs just about half this, due to the foresight of the management in seeing trouble coming and making heavy purchases. Goodyear will not use as costly as 55-cent rubber in its product this year. Of late there has been a decided drop in the price of rubber, but this is not to be taken as indicating that the speculation is over. Tire companies state that due to the export restrictions, it is quite an easy task to cornor the market on rubber.

Dominion Power Closes Down One Radial Line

The Dominion Power and Transmission Company has discontinued service over the Hamilton radial line between Burlington and Oakville. For a number of years an hourly service has been given on this line, but there has been an operating loss practically from the start. It is intended to take up the rail.

The discontinuance of the line definitely indicates the seriousness of bus competition in the operation of inter-urban railways. There are now luxurious bus services operating between Toronto and Hamilton over the entire route covered by the electric now discontinued. The extension was originally built to provide a through trans-service to Toronto, the arrangement being that the Hamilton company should build to Oakville, about half the distance, and that the MacKenzie and Mann interests were to build from Toronto to Oakville a high class line. The Toronto crowd never carried out their agreement, building a line only part of the way to Oakville.

Shall Canada Merge Its Railways

* * *

or Sell the C.N.R. to Private Owners?

IT IS generally admitted that a change of policy in regard to the operation of Canadian railways would greatly reduce the deficits on the government lines.

Sir Henry Thornton, answering a hypothetical question with what he termed a hypothetical answer, declared that enormous savings would be effected by joint operation of the Canadian National and the Canadian Pacific Railways.

The senate committee that studied the railway question and heard evidence from leading railway operators declared:

"Merging of the two railway systems for purposes of operation and administration, will remove or dispense with duplication in railway tracks and rolling stock, in passenger and freight service, in railway stations from the Atlantic to the Pacific, in telegraph, express and other services, in offices, in accounting and bookkeeping, in numerous other special offices and staffs, in administration boards, etc., etc., and thereby and otherwise save an enormous amount of money to the country."

Various writers and speakers on railway subjects have estimated the savings at anywhere up to $100,000,000 a year. Certain it is that only in the railways is it possible to save any such striking substantial sum for the taxpayers of the Dominion. Even a saving of $60,000,000 would make possible practical elimination of the income and profits taxes.

There need be no doubt that it is in a solution of the railway problem that Canada will find tax relief. The solutions offered include joint operation on the one hand and direct opposition on the other.

For joint operation, various suggestions have been made, and an entirely different suggestion providing for the return of the Canadian National Railways to private ownership in competition with the Canadian Pacific Railway has also been made.

The Two Most Feasible

Of the various suggestions made. all may be rejected save two, for reasons set forth later in this article.

The two suggestions upon which study and attention should be focused are:

FIRST

The sale of the Canadian National Railways to a private syndicate independent of the Canadian Pacific Railway and to be operated as an efficient privately-owned railway, controlled as the C. P. R. is controlled in rates and service by the people of Can-

(Continued on page 13)

Rumor Gordon-Mackay to Take Over Simpson's Mail Order Business

David Gibson, one of the important executive heads of Gordon-Mackay and Company, Limited, one of Canada's largest wholesale dry goods houses, has been appointed the new general manager of the Robert Simpson Company's mail order activities. The move is part of a general shake-up of the whole Simpson mail order, due to the decline in importance of that branch of the company's business and the consequent serious drop in mail order profits.

In wholesale circles, much importance is attached to the move in view of Mr. Gibson's long connection with and reported large financial stake in Gordon-Mackay. There is speculation as to whether or not Gordon Mackay are likely to take over the Simpson mail order plants in Toronto, Regina and Halifax in order to provide an outlet for their factories. These factories, including the large York Knitting Mills in Toronto and various ready-to-wear factories have a capacity much beyond Gordon-Mackay's present needs and an outlet is said to be seriously sought.

Sir James Woods is head of Gordon-Mackay and Company.

BAKERY MERGER IN WEST BRINGS TEN TOGETHER

Two Leading Millers to Head the New Organization

Canada is to have another bakery merger. Ten of the largest bakeries in the three Western provinces are to merge in one organization to be headed by two of Canada's leading milling men.

Financing for the new merger has been arranged and approximately $1,800,000 will be raised by the sale of bonds and preferred stock through a large Canadian investment house. The reason more money is not being raised to handle the transaction is that the owners of the various bakeries concerned are taking stock in the new enterprise for their holdings.

The plants have a combined capacity of 1,400,000 loaves of bread a week and average about 750,000 loaves of actual production. This compares with the present output of about 1,000,000 loaves for the Canada Bread Company. The concern is starting off with a considerably higher weekly production than the Canada Bread Company had when it was organized as a merger of existing bakeries.

It is understood that there will be no direct financial connection between the milling company whose officers will control the new concern and the new bakery organization, but that a close working arrangement will be in effect.

Next week will see the publication of more definite details of the merger.

Christie-Brown Plant Has Undergone Thorough Clean-Up Since Change

New N. B. Premier

J. B. M. BAXTER.

A new portrait, not previously published, of the eminent political leader who has been chosen by the people of New Brunswick as their new premier.

Mr. Baxter is a lawyer of distinction and is financially interested in many important companies in his native province. He has run the whole gamut of political honor from the St. John city council to the Dominion Cabinet, but he now heads his own government for the first time.

Evidently he anticipated this victory for he has been studying French for many months, French being widely spoken in many parts of New Brunswick. He has been studying it with that definite application that is characteristic of his legal methods and that marks his study of the finer points of bridge as well.

The picture, by the way, does him justice.

Belding-Corticelli Buys Out Hosiery Company

Belding-Corticelli is going into the manufacture of hosiery. It has acquired the assets and machinery of the Hosiery Corporation of Canada, formerly operated by J. A. Bonneville, in Montreal. Machinery and stock have been transferred to the Montreal plant of Belding-Corticelli.

While Mr. Bonneville was also president and manager of the Independent Silk, Limited, he has severed his connection with that firm to take charge of Belding-Corticelli hosiery department.

One-Quarter of Employees Have Been Let Out

ENTER THE U.S.A.

Company Will Establish Plants Across the Line to Get American Trade

Christie-Brown Biscuit Co. is being revolutionized by the new interests in control. Bringing into play of new and efficient methods has resulted in a 25 per cent. reduction in the number of employees, while at the same time production and sales are reported as having been tripled.

Christie-Brown always did a wonderful business. With the conditions revealed at the time of the change in control, many wonder that the business held up so well. The experience since the change indicates that the old company was falling far short of realizing its full possibilities.

A survey of the plant made at the time it was being taken over revealed some interesting facts. Perhaps the most striking is that 42 per cent. of the 700 employees were found to be relatives. In some cases, all workers in a department were related to one another. In other cases departments were found to be in charge of one family. Another fact discovered was that one of the company's large customers had not seen a representative of the company in 20 years. Since the change, the new management, by explaining certain features about the biscuit trade, has got this customer to greatly increase its order. On the other hand, one of the largest customers, a firm selling perhaps more biscuits than is produced by any other maker in the province, was obliged to go to the factory to buy. Travelers did not call upon him.

The great bulk of the city selling was by telephone, and this was the job handled by the salesmanager of the company.

What is the position of H. V. Hanson, the new general manager? one of the leaders in securing control of the company, was recently asked. Mr. Hanson, it might be explained, is said to be the highest-paid biscuit man on the continent, and was brought over from New York at a salary reported to be $100,000 a year, to put the company through its reorganization paces. The answer to the query was that he was just working there. There are no titles in the new company. The big thing is efficiency.

One of the early proposals of the new company was to erect a couple of large biscuit plants in the United States. It is a little early for a start on this, but it is believed that it will not be long delayed now.

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SPECIAL B. C. NUMBER

Many Articles Dealing With the Rise of Canada's Pacific Coast Province.

The Business Outlook in Canada

Conducted by H. M. CAMERON, Statistical Editor, The Financial Post.

ONTARIO EXPECTS ANOTHER 10% RISE IN FARM REVENUE

Activity Increases Also in Manufacturing Plants and Mines

Boasting nearly one-third of the Dominion's total farm revenue, the province of Ontario is in the midst of an excellent harvest, and is counting on a revenue considerably larger than that of last year. Recovering from the lack of moisture at the beginning of the season, the wheat has developed well, and is turning out excellent quality. This is true also of the coarse grains in most sections.

With the one exception of Manitoba, Ontario made the greatest increase in last year's farm revenue, of any of the provinces. The 1924 yield from all sources was 10 per cent. greater than that of 1923, and, judging from the condition of the crops as reported by the Dominion Bureau of Statistics, a similar increase will take place this year. Ontario's total revenue from the farms has remained approximately 30 per cent. of that of the entire country, but the percentage has shown a slight increase in the last two or three years. The expansion in field crop acreage has been almost entirely responsible for this. The gross agricultural wealth of Ontario has been estimated by the Bureau of Statistics at $2,140,914,000, which is 29 per cent. of the estimated farm wealth of the entire country. It is evident that Ontario will lead in farm revenue for some time to come.

Industrially some considerable improvement has taken place, although summer dullness is having a depressing effect in many lines. As is to be expected, farm implement and automobile plants have the best of the business at the moment. A gradual depreciation in farm equipment especially in the West had been taking place during the past three or four years, but the farmers have largely succeeded in liquidating their debts, and find it not only possible but necessary to purchase new mowers, binders, and other equipment. As a consequence, many of the plants making these products have obtained large orders. Automobile plants also are feeling the effects of greater purchasing power and better roads. For the first half year the total Canadian output was 80,209 passenger cars and 10,605 trucks, against 77,603 and 10,102 for the first half of last year. Ontario has the lion share of this business, and is benefiting accordingly.

While much is heard of the tourist traffic from the United States, and this is certainly a big source of revenue, there has been also a vast increase in the amount of inter-provincial motor travel this summer. With the improvement of through roads east and west, there is more and more of this travel, and much money is thus saved to the country which formerly went elsewhere. The increasing number of motor cars with licenses from the other provinces is a healthy sign.

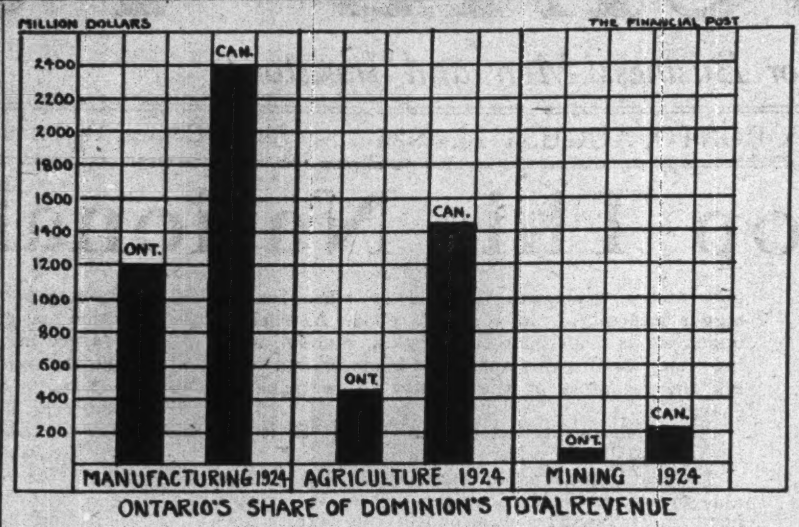
Employment showed an upward movement in July after a long and difficult period which was marked by a tendency for the unemployed from the other provinces to flock into the Ontario cities in search of work. This has been largely eliminated by the speeding up of various industries, by the needs of the farm, and by the trek of harvest hands to the West. The Bureau of Statistics index rose about three points.

The mines of Northern Ontario continue quite active. Preliminary estimates for the second quarter of the year show gold output to have been about 360,000 fine ounces, valued at $7,398,561, against $6,992,533 for the same time last year. The output from Kirkland Lake district is now approximately double the rate of a year ago, and the miners of the porcupine districts have shown a gain of about 17 per cent. within the past year.

Retail and wholesale business is suffering still from the seasonal quietness, and cut-rate sales are being put on in a large number of towns and cities in an effort to move seasonal goods.

Canadian Conditions

	1925	1924	
Car Loadings—	1925	1924	
Week Aug. 1	50,805	48,862	+ 3.9%
Yr. to date	1,571,669	1,648,328	— 4.6%
Grain Receipts—	1925	1924	
Aug. 1 to July 31	261,185,932	434,268,546	—40.3%
Building—	1925	1924	
June	$14,651,613	$13,961,003	+ 4.9%
Bank Clearings—June—	1925	1924	
	$1,236,289,036	$1,257,291,652	— 1.7%
Savings Deposits—Chart. Banks—	1925	1924	
May	1,259,879,385	1,204,816,865	+ 4.6%
Oper. Exp.	101,801,397	112,233,123	— 9.3%
Current Loans—By Banks—	1925	1924	
May	909,091,414	989,305,868	— 7.9%
Net Dominion Debt—June 30—			
	$2,378,619,626	$2,389,912,241	— 0.4%
Railway Earnings—			
June—			
C. P. R.	$13,464,647	$15,135,633	—11.03%
Oper. Exp.	11,880,196	12,675,982	— 6.3%
Net	1,584,451	2,459,651	—35.6%
6 Months—			
C. P. R.	$75,155,819	$84,656,917	—11.2%
Oper. Exp.	67,356,173	73,266,838	— 8.06%
Net	7,799,646	10,390,084	—24.9%
June—			
C. N. R.	$18,204,662	$19,678,067	— 7.5%
Oper. Exp.	18,637,038	20,604,250	— 9.5%
Net (def.)	432,376	926,381	—53.3%
6 Months—			
C. N. R.	$105,543,743	114,862,553	— 8.1%
Oper. Exp.	101,801,397	112,233,123	— 9.3%
Net	3,742,346	2,629,430	+42.3%
Balance of Trade—			
12 months, June 30—			
Exp.	$1,078,546,094	$1,062,243,790	+ 1.4%
Imp.	808,896,004	854,914,875	— 5.4%
Bal.	269,650,090	207,328,912	+30.04%
July Wheat, No. 1, Nor. Winnipeg—			
	1925	1924	
	Aug. 8 $1.48	August (Av.) $1.43	



ONTARIO'S SHARE OF DOMINION'S TOTAL REVENUE

Canada Gains But Little In Exports to France

Expected Impetus Has Not Been Given by the 1923 Trade Treaty — More Salmon and Nickel Goes

From Our Own Correspondent.

OTTAWA.—A survey of recent government statistics bearing on Canada's commercial relations with France shows that the Dominion has been steadily losing ground during the last few years in exports to France. A trade agreement was entered into between the two countries in September, 1923, which had for its purpose the improvement and extension of the commercial relations between the two countries.

Insofar as imports from France are concerned, the agreement is beginning to show substantial results, but the preference extended by France to Canadian products has not served to increase the shipments to that country, except in one or two instances.

The imports from France during the twelve months ended June this year, amounted to $18,108,186, while exports of Canadian commodities to that country were only $8,553,552, which means that the Dominion had an adverse balance of almost ten million dollars. The imports represented a gain of $1,560,434 over the 1923-24 period and of $5,068,746 over the 1922-23 period, but exports were $8,797,822 lower than in the previous twelve month period.

Importing Textile Fabrics

There have been notable increases in the imports of French wines, cotton velveteens, woven silk fabrics, silk clothing, woollen worsteds and serges and other textile products, all of which are now entering Canada under reduced rates. During the twelve months ended May imports of silk clothing from France were valued at $719,000, which was an increase of $255,281 over the previous period. The purchases of French woollens, worsteds and serges were valued at nearly one million dollars, an increase of $216,000. Imports of cotton velveteens reached a total of 156,870 yards as compared with only 17,208 yards in the corresponding period last year. The value of silk ribbons bought from France was approximately $400,000, being an increase of $110,000.

The list of imports of French commodities which have shown increases in the last year or two is a lengthy one, but the principal gains, in addition to the ones mentioned above have been in respect to fur skins, leather gloves and mitts, walnuts, clover seed, sardines, raw cattle skins, crochet and knitting cotton, silk handkerchiefs, cast iron piping and china tableware.

It had been expected that shipments of agricultural implements, automobiles and wood pulp to France would show a betterment as a consequence of the lower tariffs, but such has not been the case.

Gain in Nickel and Salmon

The only notable gains which Canada has made has been in exports of canned salmon and fine nickel contained in ore. The shipments of canned salmon were 170,285 cwt., an increase of 26,635 cwt. The exports of nickel have grown from a little more than 3,000 cwt. to 14,000 cwt. in the last year.

There was a falling off of more than 2,000 cwt. in shipments of canned lobsters. Exports of wheat, totalling 2,769,595 bushels, represent a decline of approximately four million bushels. There was also a decrease of about one million dollars in our sales of farm implements to France. Exports of harvesters and binders alone decreased about $750,000, while the falling off in shipments of mowing machines was a little more than $300,000.

Canada was exporting large quantities of sugar to France in 1923, but the shipments during the recent twelve months totalling 39,000 cwt., represented a decline of 156,168 cwt. compared with the previous period, and of 210,168 cwt. compared with the 1922-23 period.

30,000 FARMERS WOULD SOLVE CANADA'S ILLS

So Declares General Manager of Bank of Toronto in an Interview

There is no doubt that conditions in the West and generally speaking in the whole of Canada, have improved vastly since a year ago, announced John R. Lamb, Toronto, general manager of the Bank of Toronto, in an interview.

"Especially is this true with regard to the West," said Mr. Lamb, "at any rate as far as our records show. We find that collections are coming in very satisfactorily, and I am confident that if an average crop materializes, there will be every incentive for men of farming experience in other countries to emigrate to Canada."

Mr. Lamb stressed the point that if only 30,000 more farmers could be speedily placed in the West, many of the immediate problems of the country would be solved. "At present," said he, "our industrial population is over-developed and it is imperative that we increase that of the rural districts. I consider that immigration should be a national undertaking especially as it must, to be any good, be carried out on a large scale. I see no reason why private enterprise should not co-operate with the government in the matter, but first and foremost, it is the government's job, as a successful agricultural immigration must increase the assets of the Dominion."

Discussing banking matters Mr. Lamb said that he considered the bank mergers of recent years had undoubtedly been for the good of the country.

Ottawa-Montreal Power Extends Its Activities

From Our Own Correspondent.

MONTREAL. — The Ottawa-Montreal Power Company has acquired from Ayers, Limited, of Lachute, Quebec, the electrical distributing systems supplying light and power to the towns of Lachute, Brownsburg, St. Phillip, and the surrounding districts, and has tied in these systems with its other lines. The company has acquired, too, the small hydro plant of the Rockland Electric Company, which supplies light and power to Rockland and Thurso. This means that the Ottawa-Montreal Power Company is now supplying light and power to over forty municipalities.

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J. W. HAMILTON, General Manager.
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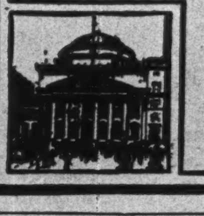
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Aluminum Company That Plans to Spend Millions in Canada is a Vast Enterprise

By F.S.C.

THE Aluminum Company of America, which is the organization behind the immense power-metal refining development in Northern Quebec, has been attacked by spell-binding politicians in the United States as the "Aluminum Trust." Certain it is that it is an immense organization controlling the bulk of the world's production of aluminum and controlling, moreover, the entire process of manufacture from the mining of bauxite in Arkansas, and other places, to the sale of aluminum pots and pans to the housewives of these two countries, and other parts of the world. The company was almost unknown to Canadian investors before the recent transaction. It was not even widely known in the United States, for it has long been a family proposition, with the Mellon and Davis families in Pittsburgh holding control. Probably Andrew Mellon is the big figure in the enterprise yet, although his name does not appear in the board of directors, and has not appeared since he became secretary of the treasury for the United States.

At the present time the corporation has a capacity of 175,000,000 lbs. of aluminum yearly and is producing about 20,000,000 lbs. of this at its Shawinigan Falls plant. Under the new development, most of the aluminum used by the corporation in the fabrication of aluminum products will be made in Canada. In the process of converting bauxite into aluminum a great deal of energy is required, and it is the water power available in Canada at low development cost that makes it advisable for the company to concentrate its refining operations in Canada.

Something About the Company

The Aluminum Company owns extensive bauxite deposits in Arkansas, from which it secures most of its ore. Some ore is imported from Germany and other countries. This is brought to the plant in the United States or Canada, first going through a refining plant where impurities are removed. The ore is then reduced to aluminum and finally shipped to various fabricating plants where wire, cable, powder, foil, and more finished products such as household utensils are manufactured.

There are reduction works at Niagara Falls, Massena, N. Y., Maryville, Tennessee, and Badin, North Carolina. Here again the value of Canadian water power to this immense corporation is demonstrated, for the plant at Massena, N. Y., is operated with water power purchased from the Montreal Light, Heat and Power, Cedar Rapids plant in Quebec, but, in this case, Canada does not get the benefits of manufacture to the same extent that it does at Shawinigan Falls, and that it will at Chute a Caron, in Quebec, because the power is exported from this country at a very low figure.

Some of the Other Mills

In addition to the reduction plants there is a wire and cabling mills at Massena, a general fabricating plant at New Kensington, Pa., a plant for the manufacture of aluminum powder and aluminum foil at New Kensington, Pa., and rolling mills at Niagara Falls, N. Y., and Edgewater, N. J. The annual capacity of 175,000,000 lbs. is at present divided between Canada and the United States in the proportion of 155,000,000 lbs. in the United States and 20,000,000 lbs. in Canada.

In addition, the company owns the Northern Aluminum Company, and it is through this organization that it is best known to the Canadian public, for the Northern Aluminum Company in its factory in Toronto manufactures household utensils that have a wide sale throughout this country. The reduction plant at Shawinigan Falls is owned through the Northern Aluminum Company, in addition to the factory at Toronto.

Even this review does not indicate the extent of the operations of the Aluminum Company of America. It owns bauxite mines in Demerara, and it owns also the United States Aluminum Company. It runs the Aluminum Manufacturers, Inc., a large American corporation.

An immense amount of power is controlled by the company in the United States which is either generated or developed by various subsidiary corporations. For instance, the power purchased from Canada and developed at water power sites near Massena is not only sold to the company's plant there, but to various other industries and to local light and power companies. The company is immensely wealthy with total assets in excess of $150,000,000. The last balance sheet on file in The Financial Post office (there has been none made public since 1921) shows a surplus of nearly $100,000,000.

In linking up with the Duke and the Price interests in the development of power and the manufacture of aluminum in Northern Quebec, it has greatly widened its operations. Quite likely when the new financial statement is published shortly in connection with the financing of the present enterprise, it will show a great increase in assets.

It has been previously emphasized by The Financial Post that the aluminum trust came to Canada because of Canada's definite decision not to permit power export.

Further evidence to hand confirms this view. The Aluminum Company of America was one of the most powerful supporters of the St. Lawrence River power development and planned to use the power in the establishment of an immense industry in Northern New York. When Canada declined to go on with the St. Lawrence development on a basis that would have made necessary the export of many millions of horsepower to the States, the aluminum trust abandoned its plans and came to Quebec.

Broadens Activities

Construction in Quebec of the proposed Saguenay River plant of the Aluminum Co. of America will substantially broaden the organization's facilities for meeting foreign and domestic demand. The ore from which the aluminum will be made will be shipped from the company's mines in South America.

In addition to supplementing output of the present Canadian plant, which enjoys duty-free shipment to various parts of the United Kingdom, it is probable a part of the output will be brought to the United States to add to the supply of metal made there. The United States offers a market for aluminum larger than the combined markets of the rest of the world.

Substantial economies will result from development of hydro electric rights obtained through merger with the Canadian Manufacturing & Development Co. Construction of the necessary generating and aluminum plants will be financed by sale of about 200,000 shares of new common stock to present stockholders at $5 a share and by a bond issue.

Canners Common Shareholders Come Into Their Own

Class	Allotment	Present Value
6% Bonds	28%	$ 28.00
7% Pref.	1.85 Shares	83.25
Common	15-100 Shares	1.43
Total		$112.68

The above is the way the remaining holdings of Dominion Canners in Canadian Canners securities is to be divided among common shareholders. Each common share will be entitled to the above. The preferred of Canadian Canners is quoted at 45-48 and common 9½. From this it will be seen that the common shareholders of Dominion Canners become the preferred shareholders of Canadian Canners. Dominion Canners owned $1,687,587 of Canadian Canners common of which there is issued $2,232,400 and $6,750,349 preferred out of an issue of $8,899,200. Canners common shares are strong selling up to $110 which leaves a two point profit on the exchange when figured on a conservative basis.

Speculative Possibilities

There is quite a speculative feature to the preferred shares. It is not expected that further dividends will be paid this year, and there is already 14 per cent. in arrears. Next year perhaps 5 per cent. will be paid and perhaps by 1927 some of the arrears will be taken care of. Thus is wound up rather a unique deal. It started back in 1924 when financial interests went on the open market and purchased control of the company by the acquisition of the majority of the common shares. Back in May the annual meeting was held and the proposal was made that Dominion Canners be wound up. Back of the movement was to secure for the common shareholders consideration which it was claimed was their due. That the claim had some justification is evidenced that the stock in less than two years sold up from around 30 to the present level of 110.

Canadian Canners which heretofore has been the operating company has assets which amount to around three times the funded debt of about $4,000,000 made up of $1,400,000 first mortgage bonds and $2,600,000 general mortgage bonds. Earnings the past eight years have been equal to 2¾ times the debt interest and since 1923, 4 times the interest requirements. In 1924 earnings were equal to 5.17 on the preferred. The company has plants in Ontario, Quebec and British Columbia, 72 canneries all told.

Quebec Power Company to Benefit by New Mill

From Our Own Correspondent.

MONTREAL.—Keeping pace with its sister stocks, the Quebec Power Company shares have been changing hands at record levels this week. This is partly due, no doubt, to the increasing popularity of the utility stocks in general, but also the completion of the Anglo-Canadian Pulp and Paper Company at Limolou, near Quebec City, will have a considerable effect on the earnings.

The new pulp and paper company should enter production before the summer of 1926; a production of 200 tons of newsprint will probably mean a sale of power by the company of about 20,000 h.p.

Asbestos Corporation Higher Dividend is Assured Soon

From Our Own Correspondent.

MONTREAL.—Due to the attention which the prospect of an amalgamation of the various asbestos interests has drawn to the industry as a whole, it is possible that the Asbestos Corporation itself, its earnings and possible earnings, may have escaped the attention of the investor.

Undoubtedly the factor which moved the common stock to a high of 83 for the year, was the prospect of the merger being consummated, and investors may feel that thing which holds the stock, at its present levels of around 69, is this same hope. True enough, Dillon, Read and Company, are still negotiating with the Asbestos Corporation and probably in the future the merger will become a fact, but, at the same time, the company has experienced much better business during the first six months of the current year—net earnings amounted to $286,000, as compared with total earnings in 1924 of $546,355—and, it is said, that, in July, earnings reached a record level.

It seems that earnings for the year will be well over the $600,000 mark—some are even figuring on a total of $700,000 being reached. This being the case, earnings on the common stock for this year will be equivalent to approximately 11 per cent. after a generous allowance for depletion, and the usual amounts for bond and preferred stock interest.

This year, Asbestos Corporation has paid two 1 per cent. dividends—equivalent to a 4 per cent. basis, and a yield, at present market prices, of about 5.8 per cent., which, of course, is not what might be called a good yield for a mining company.

As undoubtedly the improved earnings have prevented the stock from reacting to previous low levels, the thing which interests the investor is just what further disbursements he may expect—and when.

Indications at present point to the fact that the stock will go on a 5 per cent. basis; shareholders will receive possibly two more dividends this year of 1½ per cent., which would give the shareholders 5 per cent. for the year. The Financial Post understands that the management of the company had this, or some similar move, under consideration, and that probably an announcement may be made shortly in this connection.

The "dopesters" also say that as earnings will be in the neighborhood of eleven per cent., in all likelihood the directors will declare a 1 per cent. bonus at the end of the year—this last, however, may verge on the too optimistic.

Within the next two months the company will commence production from the new addition to its mill at Thetford Mines, P. Q. This will undoubtedly have a beneficial effect on earnings, for the capacity of the mill will then be doubled. The company's properties at Thetford and Black Lake consist of 8,000 well-situated acres, and it can produce asbestos as cheaply, and, in most instances, cheaper, than its competitors, partly because of richer holdings, and partly due to the efficiency of its mill.

It is these factors which have made the Corporation the strategic unit in any proposed merger, and, it is said, that the reason for the failure of Dillon, Read's recent negotiations was due to the fact that the proposed company, instead of being built up around the Asbestos Corporation, was built up, and then the corporation was taken in, which, in view of the predominent place of this operator in the industry, might be termed "building without the foundation." Anyway, negotiations are on once more and it is learnt that real progress is being made.

To return to the expected increase in the dividend. It will be remembered that in speaking at the annual meeting, W. G. Ross, the president of the company, pointed out that the directors felt that as soon as possible the company would once again return to a higher dividend basis. This, coupled with the increase in the earnings, all lends credence to the confident expectation of an immediate dividend increase.

With regard to the hope of a further disbursement in the shape of, say, a bonus of 1 per cent., at the end of the year, if the common stockholders receive over 5 per cent. in 1925, the preferred shareholders would share alike with the holders of the common, as, after 5 per cent. has been paid on the common, both stocks rank equally with regard to dividends, but this depends on the company's earnings during the next few months.

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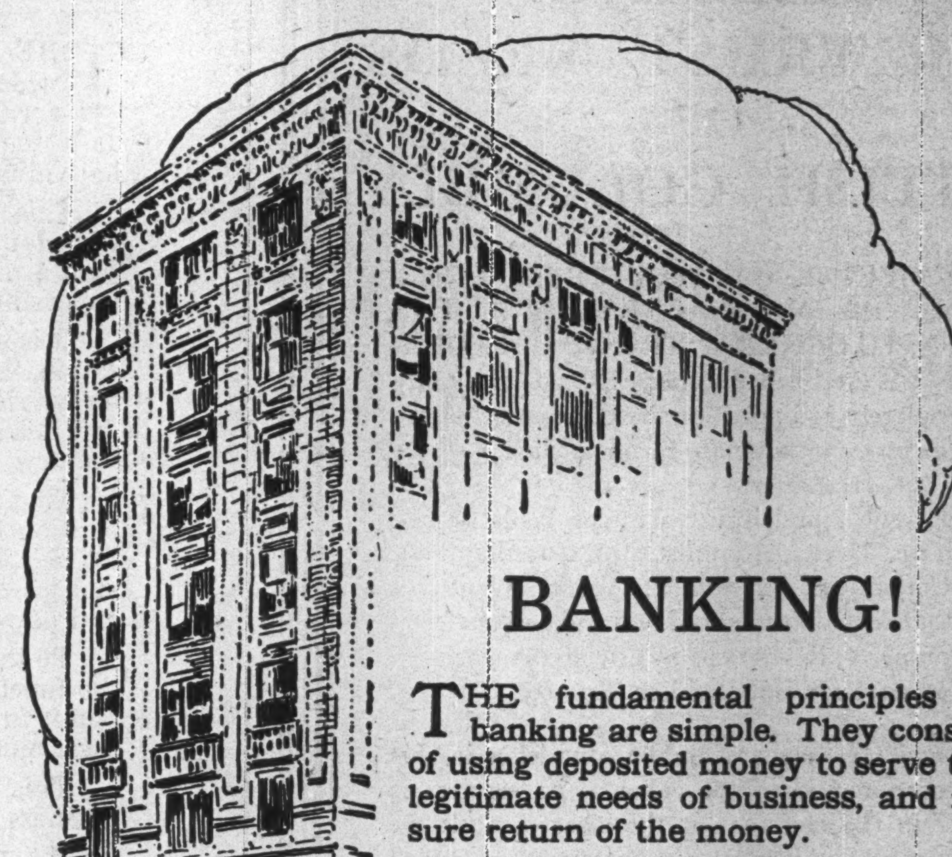

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ALL SHAREHOLDERS OF ASBESTOS CORP. GET NEW OFFER

Proxies Offering New Shares or Cash Sent to Shareholders

From Our Own Correspondent.

MONTREAL. — The shareholders of the Asbestos Corporation are being offered for their shares either cash or new stock in the merger of the asbestos operators. The offer, on behalf of Dillon, Read and Company, is being made by F. A. Beique, K.C., of this city, who has forwarded proxies to the shareholders who will have the option of taking either $70 for their common shares and $100 for their preferred shares, or, for each of common held, they may take one and one-tenth shares of new six per cent. non-cumulative second preferred, plus one share of new common; for every share of preferred held, shareholders may obtain one share of new first preferred, one-tenth of a share of new second preferred and one share of new common.

Accompanying the proxy form is a schedule showing details of the proposed formation of the new company.

The only alteration of note from information already published is to the effect that the issued bonds will be cut from $5,200,000 to $3,500,000. The schedule information reads as follows:

"It is intended to form a company for the purpose of consolidating various Canadian asbestos mining properties and to include the following: The undertaking and assets of Consolidated Asbestos, Federal Asbestos, Maple Leaf Asbestos, Thetford-Vimy Asbestos (or all the stock of this company)—at least 80 per cent. of the claims against Pennington Asbestos Co. Reg'd (now in liquidation)—a majority of the bonds of Asbestos Mines, Ltd., and of Black Lake Asbestos and Chrome Company, Limited, agreements covering surplus production of Canadian Johns-Manville Company, Limited, Quebec Asbestos Company, Limited, and Keasby-Mattison, Inc.—and the properties and assets of Asbestos Corporation of Canada, Ltd., or at least 51 per cent. of the stock of this company.

"The whole with a capital structure substantially as follows at the time of organization:

	Authorized	To be issued upon organization
6% 1st mtge. and refunding	$8,000,000	$3,500,000
7% 1st cumul. 1st prefered	5,000,000	5,000,000
6% non cumul. 2nd. preferred	5,000,000	4,700,000
	Shares	Shares
No par value common shares	200,000	200,000

"Of the above, $4,000,000 par value of first preferred $3,700,000 par value of second preferred and 70,000 shares of no par value common are intended to be exchanged for the stock of Asbestos Corporation of Canada, Limited, on the basis hereinafter mentioned, and only so much thereof as is thus exchanged will be issued.

"Basis of exchange:

"For each share of preferred stock of Asbestos Corporation of Canada, Ltd., one share of 7 per cent. cumulative first preferred, one-tenth of a share of 6 per cent. non-cumulative second preferred and one share of no par value common stock of the new company.

"For each share of common stock of Asbestos Corporation of Canada, Ltd.: one and one-tenth shares of 6 per cent. non-cumulative second preferred and one share of no par value common of the new company."

It is understood that by the end of this week it will be known whether or not Dillon Read have secured control of the Asbestos Corporation.

In the meantime, it is learned that the bankers and the corporation interests have been trying to arrive at an agreement and it is thought that these negotiations will continue.

MEETING THE TRUST NEEDS OF BRITISH COLUMBIA

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The Securities Markets

SOME NOTABLE ADVANCES WERE MADE THIS WEEK

Market Trading Rather Restricted But Special Issues Had Good Week

Market Indicator
20 Industrial Stocks

	High	Low
Week of Aug. 12	79.8	77.6
Week of Aug. 5	78.3	74.8
Mth. of Aug., 1924	70.3	66.6

The past week produced a rather different market. There was considerable strength to it, as evidenced by the fact that declines were few and fractional. But taking the list on the whole it was perhaps the most neglected market of the summer. Gains outnumbered the declines six to one, but the advances were not many and were confined to special issues. The volume of trading was by no means large.

The banks had, perhaps, the quietest week of the year. The table below shows there was not a price change. During the week there were some slight fractional fluctuations, but all wound up the period about as they had started. The papers had one feature, Price Bros. This stock at 54 is at a new high and 5 points above the close of a week ago. The excellent sale of the power location caused the buying. The rest of the paper group was dormant.

Besco issues provided the activity of the steels. The common bettered a half, first preferred 5 and second preferred 2 on the settlement of the miners' strike. Dominion Bridge bettered by 4 points, due to the announcement that the company will receive a large contract from the Aluminum Co. development in Quebec. The stock at 98½ is at a new high.

Buying Bread Common

Heavy buying of Canada Bread common was a feature of the milling group. The common moved from 45 to 53¾ and reports around are that the buying was for interests who from time to time have been negotiating to get Bread into the baking merger. During the week 2,240 of the new common changed hands. It may be that the interest in Maple Leaf Milling is due to the rising price of Canada Bread, because of its material holdings of these shares. In the last couple of weeks, Maple Leaf common has sold up from 85 to 90 with little stock offered under 93.

Mackay common 4, Montreal L. H. & P. 7½ and Quebec Power 3, were the gains of the week in the utility group. Mackay at 132, compares with 115 the last of April. Renewed buying of these shares is taken to indicate expectations that the company will soon have something to pass on to shareholders. Montreal Power crossed the 200 mark and did not stop until it hit 206, a new high for all time. Quebec Power at 114½ is also at a new high.

Brazilian Traction had another of its popular weeks. Milreis are selling fractionally above 12 and this means a great deal to the company with the result that Brazilian shares under heavy demand passed 60 by a fraction and have held the advance. Twin City was fractionally lower and the same with Winnipeg Electric. Reports from Winnipeg are to the effect that aldermen are contending that the better price of the stock indicates that the power agreement with the city is a good one for the company and for this reason they are inclined to ask for better terms.

The textile group was very much neglected.

Quite a number of industrials were the subject of special news and provided a great deal of the week's trading.

Burt a Surprise

B. C. Fishing bettered a point on reports that the salmon pack was very satisfactory and that better prices were being obtained. The feeling still persists that there are interests trying to buy up all the stock available. F. N. Burt was a real surprise with a 7 point advance to a new high. Better earnings is one reason advanced, but what is said to be the main reason for the increased demand for the shares is the recent ending of a dispute in which the company was involved in regard to patents on some of its new products. The settlement is said to have been favorable to the company's treasury.

In the last two weeks a heavy demand for Cement, both preferred and common, has developed with the result that both issues are up 3 points. Transactions in the preferred have been light, but in the period 10,200 shares of common have changed hands. The price of 109 is a new high for the year.

Dominion Stores Higher

City Dairy is back at 88 and trading is light. When the stock passed 90 recently it brought the expected flood of selling, which dried up immediately the price fell back below 90. As was the case when the stock passed the 80 mark, those close to the issue look for a considerable volume of selling just over the 90 mark, so that it is to be expected that the shares will stay around that level for some time until the selling is taken care of. The announcement of the division of Canadian Canners securities for Dominion Canners common shareholders strengthened the market for the latter issue. Dominion Stores common, with 10½ points rise, was a spectacular feature of the week. The advance in a month has been better than 20 points. Rumors that the company may be taken over by the new wholesale grocery merger, is said to have awakened the interest in the stock. Christie shares have been stronger, reaching a new high of 60. Asbestos Corp. at 70, a drop of 4 points in two weeks, was the only weak issue of the whole group.

The trend of the market is shown by the following table:

Group	Gains	Loss	Unchg.	Total
Banks	0	0	9	9
Paper	2	0	6	8
Steel	5	0	6	11
Milling	3	0	6	9
Utilities	3	0	4	7
Tractions	1	2	6	9
Textiles	0	0	6	6
Industrial	9	2	18	29
	23	4	61	88

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Can. Machinery, com.	4	7
Can. Machinery, pref.	13	17
Canadian Oil, pref.	92	94
Can. Westinghouse, com.	150	154
Cockshutt Plow, pref.	34	37
Cosgrave Brewery	4.75	5.50
Dom. Comb. Mill (1 pref, 2 com).	33	..
Dom. Power, pref.	93	94
Durant (A)	3.50	4.50
Durant (B)	4.25	5.25
Durant (C)	5	6
English Electric, pref.	41	42
Famous Players, com.	11½	12
Gunns, Ltd., pref.	32	35
Imperial Tobacco	6	6.50
King Edward Hotel Deb. A....	74	77
King Edward Hotel Deb. B....	53	55
K. & S. Tire, pref.	7	11
Loew's Toronto, com.	26	25
Loew's London, com.	1½	2.00
Loew's Ottawa, pref.	13	18
Massey-Harris	53.50	57.00
Mount Royal Hotel, com.	5	6
Mount Royal Hotel, pref.	32	38
North Mexico Power, com.	31	33
Manitoba Power, com.	20.50	57.00
Rickenbacker Motors	3	4

To Whom Must We Look For "Better Business"?

THE great distributive machinery upon which the people of Canada rely every day for their needs and procure with ease their daily requirements, is an institution created by individuals.

This distributive machine has not been enforced upon the community, and yet without such a machine present day business would be impossible.

It is an unorganized, highly efficient organization. Each day it selects the merchandise of the world and handles it in economic units, so that it is available to the people of every city, town, village and hamlet throughout the entire country.

A typical Main Street where the interest and goodwill of the merchant is essential.

That this great distributive machinery has established itself in the midst of intense competition is evidence of its economic soundness and the need of the service it renders.

It is the selective function that these individuals perform, together with the efficiency and integrity of their service **to the public**, that has given this machine the independence and power which it enjoys.

To the Canadian manufacturer, or producer, either advertiser or non-advertiser, it is to the functioning of this machine, upon which he is chiefly dependent for success. It is to the better functioning and better understanding of his goods, by this machine that the manufacturer must look if seeking better business or greater success.

This distributive machine is a human machine. It is made up of individuals engaged in business largely for the resale of products at a profit. They ask the questions:

What will your product do for my customers? Will it sell? Does it afford me a fair profit? What are you doing to help me sell this product? What assurance have I that you will do your part?

What are you going to tell them?

We suggest the best way of telling them of your goods is through their own business papers.

The MacLean Publishing Company Limited
143-153 University Avenue, Toronto

Publishers of

Canadian Grocer
Hardware and Metal
Dry Goods Review
Men's Wear Review
Power House
Canadian Machinery
Canadian Foundryman
Drug Merchandising
Bookseller and Stationer
Printer and Publisher
Sanitary Engineer
Canadian Automotive Trade

OUTLOOK FOR 'BRIDGE' LOOKS MUCH BETTER

Big Construction Work Under Way and Planned Means Much to Company

From Our Own Correspondent

MONTREAL. — The stock of the Dominion Bridge Company has moved upwards, doubtless due to indications which some say point to the fact that the company will have enough business to keep it busy from three to five years. The company is said to have secured the contract for 3,500 tons of steel work on the new plant of the Aluminum Company at Chute a Caron—there is a possibility, too, that its subsidiary, the Dominion Engineering Company, may get a contract for the turbines for the power project, which is to be undertaken in connection with the development. At this electric development, 600,000 horsepower will be harnessed, and it is said that the cost for even one 100,000 horsepower turbine is $800,000. From this can be judged what benfit this project will be to business in general.

The Dominion Engineering Company was reorganized last year and the parent company now holds 51 per cent. of the stock.

At the present time, many projects are being planned, such as the Rothremere paper development, the Anglo-Canadian Paper, and the South Shore Bridge at Montreal. It is expected that either "Bridge," or its subsidiary, may obtain a good share in these and other projects.

The only capital obligations of the company consist of the outstanding $6,500,000 of common stock, on which it pays four per cent.

FOREIGN BOND QUOTATIONS

Walter Kavanagh & Co., Ltd., Montreal, Can.

British Nat. War Loan 5% 1927	102	104
British Nat. War Loan 5% 1929	100	102
British Funding 4% 1960/1990	85	87
French Internal 4s 1917	22	23
French Victory 5s 1920	26¾	27½
French Premium 5s 1920	33	34
*German Government 5%	400	450
German 4/5 Enf. Loan, 1922*	7	9
Prussian Consols 3½s	55c	80c.
*City of Berlin 4s 1922	75	125
City of Berlin pre-war issues.	10.00	11.00
*City of Hamburg 4½s 1919..	90	115
City of Hamburg, pre-war ..	2.00	3.00
Deutsche Bank Stock	26.00	28.00
Krupp Ltd., 5%	1.25	2.25
*Austrian Federal 6% 1922....	6.50	8.50
*City of Vienna 5% 1923.....	11.00	14.00

Quotations: French bonds per thousand francs; British per 120; German per thousand marks. * is million marks.

Howard Smith Paper Gains in Export Trade

From Our Own Correspondent.

MONTREAL.—It is understood that the export business of the Howard Smith Paper Mills this year has increased over 100 per cent., as compared with the first seven months of 1924, and that the volume of its domestic business is being well maintained. The company does not make semi-annual statements, but it is understood that the earnings for the first six months of the year are satisfactory.

The company's three plants are working at almost capacity and it is expected that earnings for the current year will be better than during the last five years. The working capital position is in good shape and estimates point to the fact that the dividend requirements of the preferred stock will be equal to only about one-third of the earnings, after allowing for bond interest.

CANADIAN NATIONAL RAILWAY EARNINGS

The gross earnings of the Canadian National Railways for the period ending July 31, 1925, were $7,059,027.00, being an increase of $524,707.00, or 8 per cent. over the corresponding period of 1924. The gross earnings of the Canadian National Railways from Jan. 1 to July 31, 1925, have been $125,914,357.00, being a decrease of $8,934,871.00 over the corresponding period of 1924.

Public Utility Earnings

WESTERN NATURAL GAS

The Canadian Western Natural Gas Light, Heat and Power Co., Ltd., earnings for the month of June were approximately $43,159, as compared with $46,428 for the corresponding month of last year.

	1924	1925
Aggregate earnings from Oct. 1 to June 30....	$806,440	$1,077,548

WINNIPEG ELECTRIC COMPANY

Approximate Earnings

	June, 1924	June, 1925	Increase
Gross	$407,276	$406,612	x$ 764
Exp.	299,303	281,083	x 18,220
Net	$108,073	$125,529	$17,456
6 mos. Gross	2,721,366	2,684,444	x 36,922
6 mos. Net	786,203	896,860	110.657

x—Decrease.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED

Income and Expenditure, June, 1925

	1924	1925	Increase
Gross earnings	882,722	901,192	18,470
Less exp., etc.	661.638	658,582	x3,056
Net income	$221,084	$242,610	$21,526
Twelve months gross	$10,778,524	$11,256,802	$478,278
Twelve months net	$3,119,484	$3,245,051	$125,567
At $4.85 to £	£643,192	£669,082	£25,890

x Decrease.

MINING STOCK QUOTATIONS

WEEK ENDING AUGUST 11

	Par Value	Div. Rate	Yield	High for wk.	Low for wk.	Close Aug. 11	Close Aug. 4	Sales for wk.	Range 1925 High	Range 1925 Low
Apex........	$1	..	..	..	..	..	..	....	4	2
Algonquin.....	1	..	..	..	..	..	..	....	3	1
Argonaut......	1	..	..	25½	23	24	26	74350	48	22½
Atlas.........	1	..	..	2½	2¼	2¼	2¾	31000	5	2¼
Baldwin.......	1	..	..	2½	2	2	2⅜	31000	7	2
Barry-Hollinger	1	..	..	45	43	43	45	4400	50	40
Beaver........	1	..	..	32	31	31	33½	15600	37	25½
Bidgood.......	1	..	..	6	5	5½	6	5000	15½	5½
Boston Creek..	1	..	..	..	..	..	..	....	7	4½
Buckingham...	1	..	..	..	..	..	..	....	5⅜	2¼
Can. Lorrain...	1	..	..	..	..	..	..	....	50	23
Capitol........	1	..	..	29	25	29	25½	10200	37½	24
Castle Tre.....	1	..	..	93	90	91½	90½	21362	95½	71
Clifton........	1	..	..	5	4¼	4½	5	11000	25¾	5
Coniagas......	5	5	14.2	..	..	..	..	....	2.30	1.45
Coniar'm......	.	..	..	..	..	..	..	....	2.45	1.00
Col. Kirkland..	1	..	..	3½	2⅛	3¼	2	46000	10½	2
Cons. Smelters.	25	6	1.2	114⅜	108	112½	108	15887	116	48
Cons. W. Dome	1	..	..	14½	13¾	14	14½	40800	22	11
Crown Reserve.	1	..	..	17	15¼	15¾	16½	43250	54½	15¼
Davidson C....	1	..	..	..	..	..	..	....	5	2
Dome Mines...	.	2	13.7	14.60	14.45	14.15	14.15	3680	16.50	12.90
Everett........	1	..	..	5	4½	4¾	5	22500	10	4½
Goldale........	1	..	..	15½	15	15¼	15½	17700	22½	14¾
Gold Reef.....	1	..	..	1½	1¼	1¼	1⅜	1000	2	1
Hattie.........	1	..	..	1	1	1	1	4000	2¾	½
Hattie, pref....	1	..	..	5½	4½	4½	5½	102800	67	4⅜
Hillcrest, com..	1	..	..	..	..	..	..	....	80½	78½
Hollinger......	5	20.80	7.0	14.95	14.75	14.85	14.80	1890	15.65	13.35
Hunton........	1	..	..	5	4½	5	4¾	15500	8½	4½
Indian.........	1	..	..	5	4¾	4¾	5	6000	17	4¾
Inspiration.....	1	..	..	..	..	..	..	....	10	7
Int.Nickel, com.	25	..	..	32	31½	31½	31½	649	32	24¾
Keeley........	1	24	13.0	1.86	1.78	1.78	1.82	27120	2.32	1.75
Keora.........	1	..	..	15	13¾	13¾	14¾	72700	19½	9
Kirk Lake.....	1	..	..	44	42½	42½	43½	28850	50	35
Lakeside......	1	..	..	4	2⅜	2⅞	3⅜	6100	15¾	2⅛
Lake Shore....	1	20+5	3.8	6.54	6.25	6.35	6.25	5600	6.54	4.51
La Rose.......	1	..	..	45	43	44	44	10200	55	7½
Lorrain........	1	..	..	11⅜	9¼	9¼	11½	151400	24	9¼
Lorrain T. L...	1	20	22	95	90	95	98	1000	1.34	90
McKinley......	1	..	..	26½	25	25	26½	10150	44½	15¾
McIntyre......	20	20	20	19.65	19.15	19.15	19.95	8600	19.99	16.00
Mining Corp...	5	10	18.8	2.60	2.55	2.56	2.56	4225	3.16	2.35
Moneta........	1	..	..	15	14½	14¾	15	3000	18¼	13
Newray........	1	..	..	23	22½	22½	22¾	3100	28½	17
Nipissing......	5	12+6	18.3	4.90	4.88	4.90	4.90	1150	6.80	4.65
Night-Hawk...	1	..	..	..	..	..	..	....	49½	23
Ophir.........	1	..	..	5½	3½	4	3	42500	7⅜	3
Peterson Lake.	1	..	..	6¾	6⅛	6⅛	6¾	2500	12	5¾
Porc. Crown...	1	..	..	..	..	..	..	....	8	3½
Premier Gold..	1	32	10.2	2.10	2.05	2.05	2.22	1625	2.58	2.05
Preston.......	1	..	..	8	7¼	7⅛	8¾	18500	12	6¾
Teck Hughes..	1	..	..	1.71	1.67	1.68	1.71	27160	1.80	1.23
Thomp. Krist..	1	..	..	..	..	..	..	....	3	1
Timiskaming...	1	..	..	..	..	..	..	....	30	15
Tough Oakes..	1	..	..	35	33¾	35	35	22000	45	20
Trethewey.....	1	..	..	..	..	..	..	....	22	16¼
Vickers.......	1	..	..	3	3	3	3	6300	25½	3
Victory Silver..	1	..	..	..	..	..	..	....	31	5½
Vipond Cons...	1	..	..	1.23	1.20	1.20	1.22	19700	1.42	1.01
Wakenda......	1	..	..	1¼	1¼	1¼	2	1000	3½	1½
Wasapika......	1	..	..	..	..	..	..	....	3⅜	1
West Tree.....	1	..	..	2½	2¼	2¼	2½	2000	5	2
Wettlaufer.....	1	..	..	4¼	4⅛	4⅛	4	5000	16	3¾
Wright-Har....	1	20	3.9	5.05	4.95	5.05	5.00	4240	5.25	4.15
Oil Companies										
B. A. Oil......	25	2+2	6.6	39	38½	38½	38¾	750	41¼	36½
Imperial Oil...	25	25c	8.3	31¼	30½	30½	31	628	34¾	27½
Inter. Pet......	5	25c	.90	24½	23¾	31½	24¾	380	28	23½
Cont. Oil......	.	25c	1.00	23¾	23⅜	23⅜	23⅜	350	29	22½
North Star, pref	5	7	8.7	..	..	..	..	....	4.25	3.90

The Canadian Bank of Commerce

Dividend No. 154

Notice is hereby given that a dividend of Three per cent. upon the paid-up capital stock of this Bank has been declared for the quarter ending 31st August, 1925, payable at the Bank and its Branches, on and after Tuesday, 1st September next, to shareholders of record at the close of business on the 16th day of August, 1925. The transfer books will not be closed.

By Order of the Board.

JOHN AIRD,
General Manager.

Toronto, 17th July, 1925.

Lambton Golf Stock

One share of Lambton Golf Club stock, Toronto, wanted at reasonable price. Send particulars to

Box 100
FINANCIAL POST, TORONTO

CITY OF EDMONTON

Alberta, Canada

Notice is hereby given that all debentures of the Series "I" maturing October 1st, 1929, are hereby called for redemption as at October 1st, 1925, and further the debentures of the Series "I" will not bear interest after October 1st, 1925. Payment will be made at the Imperial Bank of Canada at Edmonton, Alberta, or Toronto, Ontario, or at the Bank of the Manhattan Company in the City of New York at holder's option.

F. BARNHOUSE,
City Treasurer.

Edmonton, July 21st, 1925.

ALCOHOL HAS NO BONDS

MONTREAL. — The shareholders of the Canadian Industrial Alcohol Company now hold the entire equity in the company, as last month it paid off its bonded indebtedness and the interest, which at the end of last September showed on the balance sheet at $181,829.

The Stock Market Record

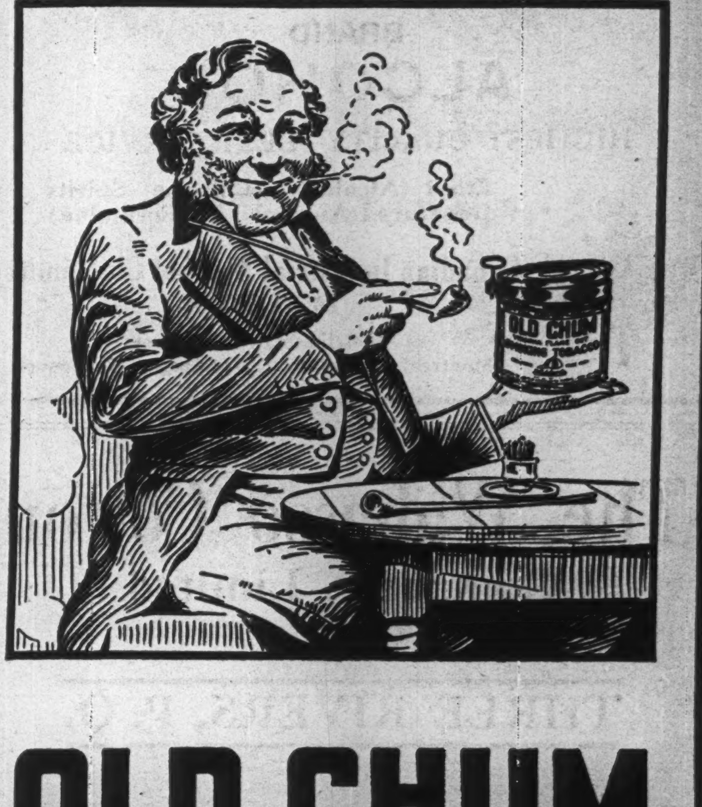
WEEK ENDING AUGUST 11

	Div. Rate	Yield Aug. 10	High for wk.	Low for wk.	Close Aug. 11	Close Aug. 4	Sales	Range 1925 High	Range 1925 Low
Banks—									
Commerce..............	12	5.79	208	207	208	206	114	210	194¾
Dominion..............	12+1	6.33	205	203	204	204½	80	205½	189
Can. Nationale........	10	6.64	150½	150	150½	149	26	151	148
Imperial..............	12	6.09	197	196	196¼	200	57	200	184
Montreal..............	12	4.85	247	245	245	250	84	250	240½
Nova Scotia...........	16	5.82	275	274¾	275	273½	2	275½	262
Royal.................	12	5.08	236	235	236	235½	307	237½	227½
Standard..............	12	6.70	179	179	179	177¼	4	177¼	170
Toronto...............	12	5.79	208	206½	207	205½	26	221	192¾
Union.................	8	6.86	117	116	116	117	592	117½	105
Paper—									
Abitibi, com...........	4	5.94	67¼	65	66	64½	640	75	62
Do. pref.......	7	6.71	..	..	..	..	..	108	101
Brompton Pulp.........	.	...	21½	20½	21	21	1240	33¼	18½
Laurentide............	6	7.36	81½	80	81½	81	1548	87⅞	75
Price Bros.............	2	3.70	55	50½	55	49	4954	55	35⅜
Prov. Paper, com.......	6	6.12	..	..	..	..	..	111¼	88¾
Do. pref.......	7	7.07	99	98	99	98⅞	60	102	95
Belgo, com.............	6	7.40	..	..	..	..	..	87	80¼
Do. pref.......	7	7.33	96	95½	95½	96½	115	97¼	95½
Smith, Howard, com....	.	...	39¼	38	39¼	39¼	60	42	21½
Do. pref.......	8	8.00	101	100½	100	102	185	106	69½
Spanish River, com.....	7	6.73	104¾	103¾	103¾	103	885	111¼	87
Do. pref.......	7	6.19	114	113	113	113½	777	127	112½
St. Maurice Paper......	6	7.22	84	83	83	83	145	86	81¼
Wayagamack...........	.	...	47¼	47	47	49½	52	52	34½
Steel and Steel Industries—									
B.E. Steel, com.........	.	...	3	2½	3	2	150	3¼	1½
Do. 1st pref....	.	...	32	25	30½	23½	1231	34	22
Do. 2nd pref....	.	...	10⅞	8⅝	10	8	5112	11¼	6¾
Can. Car & Found., com.	.	...	38½	38	38	39	80	57⅞	38
Do. pref.......	7	8.97	78	78	78	78½	52	90¼	78
Can. Foundries, com....	.	...	..	..	..	..	..	35	20
Do. pref.......	.	...	..	..	..	..	..	50	40
Can. Locomotive, com...	.	...	..	..	..	..	..	71⅞	64
Do. pref.......	7	9.21	..	..	..	..	..	90	76
Dominion Coal..........	.	...	40	40	40	40	45	50	40
Dominion Iron, pref.....	.	...	20	20	20	25	30	28	25
Dominion Radiator, pref.	7	7.01	100½	99¾	100½	100	40	102½	99¾
Dominion Bridge.......	4	4.02	99½	92	98	91	6199	99½	77½
Dom. Steel Corp., pref...	.	...	25	24½	24¾	25	235	32	24½
N.S. Steel, pref.........	.	...	24	24	24	28	6	32	24
Ontario Steel, com......	4	6.89	58	58	58	57	25	61	43
Do. pref.......	7	7.07	99	99	99	99	10	100	91½
Steel of Canada, com....	7	8.02	87¼	85½	87⅛	85½	1588	89	75¼
Do. pref.......	7	6.33	110⅞	110	110⅞	110½	30	112½	105
Milling—									
Canada Bread, com.....	4	8.04	53¼	45	53½	45	2240	130	39½
Do. pref.......	7	6.79	103	103	103	103	60	107½	100
Do. B., pref.....	.	...	93½	92½	92½	92	340	93½	85¾
Inter. Milling, pref......	7	7.10	99	98	98½	99	75	102	97
Lake of Woods, com.....	12	6.66	180	180	180	183	30	188	176
Do. pref.......	7	5.60	..	..	..	..	..	125½	121
Maple Leaf, com........	.	...	93	90	90	89	142	100	80
Do. pref.......	7	7.14	98	98	98	98½	28	101	96
Ogilvie Flour, com......	3¾	...	162	161	162	161	175	163	135
Do. pref.......	7	5.55	126	126	126	126	1	127	121½
Shredded Wheat, com...	10	6.75	148	148	148	155	200	155	155
St. Law. Flour, com.....	4	...	30½	30	30	31	95	65	20½
Do. pref.......	7	8.75	..	..	..	..	..	80	75¼
West. Can. Flour.......	8	7.40	..	..	..	..	..	112½	105
Utilities—									
Bell Telephone.........	8	5.76	139½	138	139	138¼	388	140	133
Consumers Gas.........	10	5.78	173	172	172	172	162	173	164
Laurentide Power......	5	4.71	106	102	106	100	120	106	93¾
Kaministiquia..........	8	6.89	116	115	116	110	45	125	100
Mackay, com...........	7	5.36	132	127¾	132	128	271	132	114½
Do. pref.......	4	5.81	69½	68½	69¼	68¾	146	69½	67
Mexican Light, com.....	.	...	..	..	..	..	..	26⅛	22
Do. pref.......	.	...	..	..	..	..	..	62⅜	57
Mont. L. H. & Pr. Cons.	8	3.90	206	198	200½	198½	13946	206	152
Central Telegraph......	8	6.89	46½	46½	46½	46½	75	50	42
Ottawa L. H. & Pr......	6	6.25	96	96	96	96	5	105	95
Do. pref.......	6½	6.26	103¾	103½	103½	103½	38	105½	101
Quebec Power, com.....	5	4.38	115	113	113	110	1731	115	85
Do. pref.......	7	6.36	110¼	109½	109½	103½	72	110¼	103½
Shawinigan............	7	4.26	164½	164	164	164	1085	165	130½
South. Can. Power, com.	1.00	...	75	75	75	72	40	84	67
Transportation—									
Can. Pacific Rly........	10	7.04	142½	141¾	142	142	198	152¼	137
Can. Steamships, com...	.	...	11	10½	11	10½	33	13¾	10
Do. pref.......	.	...	45	44	44	44⅞	420	50	42
Tractions—									
Barcelona..............	.	...	20¾	20	20	20¾	355	24½	18½
Brazilian..............	4	6.78	60⅜	57½	60⅛	57⅞	15060	60⅜	49½
Detroit Un. Rly.........	.	...	1	1	1	1½	186	29	1
Duluth-Superior........	.	...	33½	33	33½	33½	29	42	33
Illinois Traction, pref....	6	6.31	..	..	..	..	..	95½	90½
Montreal Trams........	10	5.79	179	170	178¾	173	1000	179	160
Ottawa Traction.......	4+1	8.06	62	61	61	62½	465	65½	61
Porto Rico Rlys., com...	.	...	45¾	45½	45¾	45	65	46⅜	35½
Do. pref.......	7	8.09	..	..	..	..	..	91¾	84
Quebec Rly.............	.	...	..	..	..	..	..	24½	20
Twin City, com.........	4	6.45	62	61½	61¼	61⅛	382	70	58
Do. pref.......	7	7.21	..	..	..	..	..	97	94½
Winnipeg Elec., com....	1	...	52½	50	51	51	5556	53¾	35½
Do. pref.......	7	7.29	96	96	96	95½	45	98	88
Textiles—									
Can. Conn. Cotton, pref.	1	...	45	44½	44¾	45	85	50	39
Can. Converters........	7	8.14	87	86	86	87	145	90	80
Can. Cottons, com......	8	6.73	..	..	..	..	..	..	..
Do. pref.......	6	6.31	95¼	95	95	95	55	95⅜	90
Can. Woollens, com.....	.	...	..	..	..	..	..	14½	5
Do. pref.......	.	...	..	..	..	..	..	58	40
Dom. Textile, com......	5	5.84	86¼	85	85	84½	1006	87	66
Do. pref.......	7	6.03	116	116	116	116	10	117	111
Monarch Knitting, com..	.	...	..	..	..	..	..	45	30
Do. pref.......	.	...	..	..	..	..	..	80	45
Montreal Cotton, com...	6	6.06	103	103	103	100¾	11	103	95
Do. pref.......	7	6.25	..	..	..	..	..	114½	109
Penmans, com..........	8	5.06	160	158	159¾	160	45	166	158
Do. pref.......	6	5.94	..	..	..	..	..	101	99
Wabasso Cotton........	4.00	6.45	61	61	61	62	5	62	55½
General Industrials—									
Amer. Salesbook, com...	4.00	8.33	48	48	48	48	140	50½	38
Do. pref.......	7	7.60	92½	92	92	92½	72	94	88
Asbestos, com..........	1	...	72½	67	70	74	1091	83¾	35
Do. pref.......	6	6.00	105½	98⅞	100	105⅞	1130	117	73½
Atlantic Sugar, com.....	.	...	32½	32	32¼	31⅞	953	34½	13
Do. pref.......	.	...	79	78	78	78½	250	93¾	77
Bird & Son, pref........	7	8.40	83¼	83¼	83¼	81½	1	83¾	81
B. C. Fishing...........	.	...	44¾	42	43¾	48	1585	50	19
Brantford Cordage, pref.	.	...	26¼	25	25¾	26¼	144	26½	26
Burt. F. W., com........	10	4.16	63	55¼	63	55	2205	63	40
Do. pref.......	7	3.50	..	..	..	..	..	213	142½
Canada Cement, com....	6	5.50	109¼	107½	108½	108	4953	117	90½
Do. pref.......	7	6.03	116¼	115	116¼	113½	141	116¼	107
Cons. Rubber, pref......	7	8.23	..	..	..	..	..	90	85
Can. Gen. Electric, pref.	7	6.48	54	53	54	53¼	36	55¼	57
Can. Indust. Alcohol....	1.28	8.05	15¼	15	15	15¼	995	20½	14
Canadian Salt..........	8	5.88	..	..	..	..	..	136	112
Christie Biscuits, com...	.	...	60½	60	60	56	535	56½	31½
Do. pref.......	7	5.93	..	..	..	..	..	118	104½
City Dairy, com........	12	3.51	88	86	87⅛	85⅛	212	90½	65
Do. pref.......	7	6.54	108	108	108	107	5	110	104½
Crows Nest Coal.......	3	6.52	46	46	46	46	00	49½	35
Cuban Can. Sugar, com.	.	...	6	5	5	5	35	10	5
Do. pref.......	.	...	32¾	32¾	32¾	32¾	30	44½	31
W. Davies..............	.	...	26½	25	26½	25¼	172	32	24
Dom. Canners, com.....	.	...	110¾	108	110	109¾	652	114¾	97
Do. pref.......	7	6.36	110	109½	110	110	55	113	56½
Dom. Glass, com........	7	6.54	108½	107	107	108½	135	116⅜	107
Do. pref.......	7	6.19	114	113	113	114	25	114	110½
Dominion Stores, com...	1.00	...	55⅜	45	52	41	2133	55⅜	24
Do. pref.......	8	7.65	104½	102	104½	100	11	104½	97
Dodge Bros., com.......	.	...	28	27¾	28	28½	50	30¾	22
Do. pref.......	7	8.40	..	..	..	..	..	84⅛	80⅜
Eastern Theatres, com...	.	...	..	..	..	..	..	15	14
Do. pref.......	7	9.58	..	..	..	..	..	76	70
Ford Motor.............	10	...	..	..	..	..	..	512	500
Gilman, com............	.	...	101	100	100	100	84	110	100
Do. pref.......	7	6.86	..	..	..	..	..	100¼	90
Goodyear Tire, pref.....	7	7.56	92½	91¾	91¾	91¾	40	100½	90
Frontenac Brew., com...	.	...	..	..	..	..	..	65	54
Do. pref.......	7	7.67	..	..	..	..	..	100	100
Holt, Renfrew, pref.....	7	9.09	..	..	..	..	..	82	65
King Ed. Hotel..........	.	...	..	..	..	..	..	27	21
Lyall Construction......	.	...	17	17	17	18	10	29	11
National Brew., com....	.	...	48½	44	48⅛	44½	3280	68	41¼
Do. pref.......	7	7.00	..	..	..	..	..	106½	98
National Brick, com.....	.	...	16	16	16	16	50	18	15
Do. pref.......	7	9.33	..	..	..	..	..	79½	70
Pacific Burt, com.......	6	6.41	..	..	..	..	..	96	91½
Do. pref.......	7	6.96	100½	100½	100½	101¼	11	107	101
Port Hope Sanitary, com	.	...	70	70	70	67	50	70	53
Do. pref.......	7	7.58	..	..	..	..	..	92¼	88½
Pure Gold Mfg..........	50c	...	..	..	..	..	..	25¼	23½
Rogers, Wm. A., com...	.	...	..	..	..	..	..	65	53
Do. pref.......	7	7.93	89	88¼	88¼	88½	141	95	88
Russel Motor, com......	.	...	33½	33½	33½	33¼	25	35	24
Do. pref.......	7	8.64	81	81	81	81	31	86	74½
Sawyer-Massey, pref....	.	...	..	..	..	..	..	15	5
Sherwin-Williams, com..	6	4.80	125	125	125	125	75	130	115
Do. pref.......	7	6.46	108¼	108¼	108¼	108¼	5	108½	104¾
Sterling Coal...........	4	9.87	..	..	..	..	..	53	40
Tooke Bros., com.......	.	...	..	..	..	..	..	8	8
Do. pref.......	.	...	..	..	..	..	..	62⅛	37
Tuckett Tobacco, com...	4	6.84	63	63	63	63	60	70	59
Do. pref.......	7	7.03	..	..	..	..	..	102¾	96¼
Woods Mfg., com.......	.	...	33	32	32	31	185	33	20
Do. pref.......	7	10.00	..	..	..	..	..	75	64⅞
Western Grocers........	.	...	7	7	7	7	20	11¾	4½
Trust and Loan—									
Canada Land...........	10	5.26	95	93¼	95	93⅛	40	97	80
Can. Permanent........	12	5.91	203	202	202	203	36	209	190
Colonial Invest.........	6	...	..	..	..	..	..	4⅝	4
Hamilton Prov..........	10	6.45	..	..	..	..	..	156	154
Huron & Erie..........	7	5.46	..	..	..	..	..	125	125
Landed Banking........	9	6.33	..	..	..	..	..	142	142
Montreal Loan.........	12+1	6.76	..	..	..	..	..	48	45
National Trust.........	12	5.42	..	..	..	..	..	223	210
Ontario Loan..........	11	5.55	..	..	..	..	..	100	99
Real Estate Loan.......	7	8.04	..	..	..	..	..	88½	87
Toronto Gen. Trusts....	12	5.66	..	..	..	..	..	212	208
Toronto Mortgage......	10+1	5.94	..	..	..	..	..	92	87¾
Union Trust...........	7	8.23	..	..	..	..	..	85⅛	85⅛

LOWER OKANAGAN CROP

PENTICTON. — An Okanagan apple crop of 1,883,800 boxes, compared with last year's total of 2,160,509 boxes, is the latest estimate of the Horticultural Division of the Provincial Department of Agriculture. The decrease is mainly in the northern end of the valley.

15¢ PER PKG. — and in ½ lb VACUUM (AIR-TIGHT) TINS



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THE EASTERN CAR CO., LTD. BONDS.

Notice is hereby given that The Eastern Trust Company, under the provisions of the Mortgage, dated the First day of July, Nineteen Hundred and Twelve (1912), to secure the bonds of The Eastern Car Company Limited, will receive offers at their Halifax Office up to noon on Tuesday, the First day of September, 1925, from persons willing to sell the whole or any part of the bonds of the said THE EASTERN CAR COMPANY, LIMITED, purchasable by the Sinking Fund payment of $18,340.00.

Parties offering to state amount of bonds and price delivered at Halifax.

This Company does not bind itself to accept the lowest or any tender.

THE EASTERN TRUST COMPANY,
Trustee.

Halifax, N.S.,
August 6th, 1925.

Canadian National Railways Quebec Land Grant Lands

TENDERS will be received by the undersigned up to and including 31st August, 1925, for the acquirement of all or any part of the rights to 100,000 acres of railway land grant lands, and the timber thereon, located in the Province of Quebec, earned by subsidiary companies of the Canadian National Railways under various statutes of the Province.

Bidders will make their own selection of lands, specifying the location generally in their tender, and attaching a plan showing such location.

In awarding tenders, consideration will be given to the rail haul revenue to the Canadian National Railways derivable from the forest products on the lands selected.

Terms—ten per cent. (10%) cash or accepted cheque with tender, balance within sixty (60) days on execution of documents transferring the railway rights to the purchaser.

The purchaser will be required to observe all the applicable conditions of the statutes relating to the land grants and conditions contained in the patents from the Crown.

Highest or any tender not necessarily accepted.

Further particulars may be obtained upon application to

W. D. ROBB, Vice-President,
Canadian National Railways,
94 McGill St., Montreal, Que.

Montreal, P.Q., Aug. 1st, 1925.

The Royal Bank of Canada

DIVIDEND No. 152

NOTICE is hereby given that a DIVIDEND OF THREE PER CENT (being at the rate of twelve per cent per annum) upon the paid-up capital stock of this bank has been declared for the current quarter, and will be payable at the bank and its branches on and after Tuesday, the first day of September next; to shareholders of record at the close of business on the 15th day of August.

By order of the Board,

C. E. NEILL,
General Manager,

Montreal, Que., July 14, 1925.

THE KEELEY SILVER MINES LIMITED

(No Personal Liability)

DIVIDEND No. 6

Notice is hereby given that a Dividend of Eight Per Cent. (8%), plus a bonus of Four Per Cent. (4%), has been declared, payable on the Fifteenth Day of September, 1925, to shareholders of record at the close of business on August 31st, 1925.

By order of the Board.

R. S. DENING,
Secretary.

Dated at Toronto, Aug. 6th, 1925.

Canadian Pacific Railway Company

Dividend Notice

At a meeting of the Board of Directors held to-day, the following dividends were declared:

On the Preference Stock, two per cent. for the half-year ended 30th June last;

On the Common Stock, two and one-half per cent. for the quarter ended 30th June last, from railway revenues and Special Income;

Both dividends are payable 1st October next to Stockholders of record at three p.m. on 1st September next.

By order of the Board,

ERNEST ALEXANDER,
Secretary.

Montreal, 10th August, 1925.

TENDERS FOR PULPWOOD AND TIMBER LIMITS

TENDERS WILL BE RECEIVED by the undersigned up to and including the 10th day of September, 1925, for the right to cut pulpwood and such other classes of timber, as the stipulated conditions may require on certain areas situated in the following regions:—

(1) The East and West sides of Lake Nipigon, Thunder Bay District.
(2) The watershed of Kapuskasing River, District of Cochrane.
(3) The watershed of Mattagami River, District of Cochrane.
(4) The watershed of Ground Hog River District of Cochrane.

FOR FULL PARTICULARS, as to Terms and Conditions of Tender, and Sale, apply to undersigned.

JAMES LYONS,
Minister of Lands and Forests,
Toronto, Ont.

N.B.—No unauthorized publication of this Notice will be paid for.

Toronto, June 9th. 1925.

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ALCOHOL
HIGHEST QUALITY—BEST SERVICE
Ethyl Alcohol — Cologne Spirits
Denatured Alcohol (All Formulaé)
Canadian Industrial Alcohol Co., Limited
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FACTORIES AT MONTREAL, TORONTO, OTTAWA WINNIPEG, WELLAND
HEAD OFFICE: MONTREAL

Revolution in Paint Industry Affects Investors in Stocks of Companies Making Paint

Investors in the paint stocks—of which Sherwin-Williams and Brandram-Henderson in particular are widely held in Canada—are much interested in the present apparent revolution in the paints and varnish industry. During the past two years, cellulose lacquers have appeared on the market and now bid fair to replace to a very large degree the lead and oil paints that have been universally used in the past. Because of the distinct difference in the raw materials used and the processes of manufacture the change represents something in the nature of a revolution in the paint industry.

What the change means to the paint companies can be seen when it is realized that the manufacture of the paints that have been in vogue is primarily a mechanical process involving grinding and mixing. The manufacture of paint on the cellulose process is purely a chemical process with solvents and reactions that are beyond the understanding of the average investor, but that have been the subject of much study by technical men in the industry.

Need Millions of Capital

The change means that the paint and varnish companies will have to spend vast sums to re-equip their plants for the new processes of manufacture. Old machinery and even old sources of raw material will have to be scrapped and new machinery installed at great expense. Companies with large white lead plants are likely to find these much less valuable than they have been in the past.

The general public got its introduction to the new paints through the automobile and then the finishes were applied to furniture. Now it is freely prophesied by manufacturers that the new lacquer finishes will be used for all protective and finishing purposes.

The Manufacturers' View

How the manufacturers and retailers view the new movement is to be seen from articles appearing in Hardware and Metal, the leading paper covering the paint merchandising field in Canada. One leading Canadian paint manufacturer, whose name is not given by Hardware and Metal, is quoted as follows:

"Our company with their world wide connections have had, for the past five years, a veritable army of chemists engaged in research work in connection with pyroxylin lacquers. Even before that time, considerable work was undertaken by this company, investigating the merits which were then claimed for these new finishes, and hundreds of thousands of dollars have been spent in experimental work alone.

"Following a rule which has always been part of our policy in placing a new product on the market, sufficient time was allowed to test thoroughly, and in a practical way, the use and durability of our pyroxylin lacquers. When these lacquers and enamels were finally placed on the market, they were without doubt past the experimental stages, and have been welcomed by all experienced users of pyroxylin finishes throughout the country.

"The three questions which are most frequently asked in connection with these finishes are:

'Is it Cheaper?
Is it Better?
Is it Quicker?'

"The answer to the first question is NO—not per gallon. Emphatically not if the right materials are used in the manufacture.

"The second question we can answer in the affirmative. It is much more durable than regular varnishes and enamels.

"But its greatest asset lies in the speed in which the average job can be finished when compared to the time taken by the old method with paint and varnish.

"From the time when pyroxylin lacquers were first placed on the market, the very nature of the material prohibited its use as a brushing proposition on account of its rapid drying, and only such articles and surfaces as could be sprayed or dipped in quantities could be economically handled. Every effort, however, has been made to produce a pyroxylin finish which can be applied satisfactorily with an ordinary paint brush, and while some manufacturers claim to have solved the problem of brushing, samples that we have examined show that they have produced a product which is not of a strictly nitro cellulose nature, and one that can hardly be expected to give the wearing results of a true pyroxylin lacquer, which is so vital to its successful marketing.

Brushing by Amateur

"We have recently been advised by one of our research departments that experiments they have been conducting on our lacquers are about completed, and we expect to at once be in a position to manufacture a true pyroxylin lacquer and enamel that can be brushed on by an amateur, for household use—a product having all the advantages of quick-drying, decorative beauty, and great durability.

"This development will have a marked effect upon the paint and varnish industry throughout the world, and we believe that pyroxylin finishes, to a very great extent, will replace many of the products which have been used in the protection and beautification of surfaces and articles from time immemorial."

Other paint manufacturers quoted express similar testimony, while a manufacturer of linseed oil admits that the development of new paint on a large scale will replace the use of linseed oil and lead to a very large extent.

One paint manufacturing firm which has taken a leading role in research work on cellulose lacquers has now reached the stage in the perfection of this new basis for paint where salesmen are out taking orders and delivery is being made. Not every manufacturer is this far advanced, some others being not yet in position to supply the trade, and still other firms now coming out with announcements that by the first of the year or thereabouts they expect to be in position to meet the requirements of the trade.

Any such radical departure from the established methods of paint production necessarily requires a great deal of experimenting and these are products which require considerable time to put through complete tests. For that reason the varying progress made by paint concerns along this line is no doubt due to the fact that some are carrying out more exhaustive tests and conducting more far-reaching experiments than others, and undoubtedly in some cases manufacturers were busy on research work ahead of others.

WEST KOOTENAY'S BIG NEW POWER UNITS OPERATING

Consolidated Smelting Now Gets Energy for Big Tadanac Operation

West Koot[illegible]ower and Light Co., a subsid[illegible]solidated Mining and Sme[illegible] just brought in its big power development at Lower Bonnington, on Kootenay River, 11 miles below Nelson, B. C. Present installation consists of two units of 20,000 h.p. each. A third will follow later. The first power is being taken by Consolidated Mining for its big plant at Tadanac. L. A. Campbell, vice-president and general manager, says the development was made possible by those who worked out the metallurgy of the Sullivan mine ores. These are being treated by an electrolytic process requiring an immense amount of power. The plant is a Canadian product throughout.

The generating station is located on the site of an old power-house which was installed in 1897 to generate 4,000 h.p., under a 37-foot head, to supply power to the then flourishing mining camp of Rossland. At a later date the Consolidated Mining and Smelting Company, Ltd., acquired F. Augustus Heinze's interest in the Trail smelter, and electrified the plant. Then in 1905, due to the further development of the Boundary country by the Granby company and the British Columbia Copper Company, No. 2 hydro-electric development at Upper Bonnington was erected, having a capacity of 32,000 horsepower. Thereafter it was found necessary to further develop Lower Bonnington Falls to 60,000 horsepower hydraulically, to take care of the ever increasing demands of the Consolidated company, and in order to develop Lower Bonnington to its full capacity it was necessary to wreck the 4,000 horsepower plant erected in 1897 above referred to.

Preliminary work included removal of this old structure. A permanent spur line for delivery of materials and machinery to the power house site from the Canadian Pacific Railway was constructed. This line extends into the north end of the generator room. It serves the generating station, switch house, and outdoor transformer station for convenient handling of equipment.

Sleeping quarters and dining rooms with accommodation for 450 men and shops for carpenters and machinists were built. A compressor plant for supply of air for rock work was installed.

The intake canal, generating station, outdoor transformer station and switch house have now been completed for the three units. One unit was placed in service on June 30, and installation of the second unit is nearing completion. The third unit will not be installed until a future date when the power is needed, and the flow of the stream is increased by storage.

Rock excavation was extensive; 128,559 cubic yards in all, and 48,000 yards of concrete were poured, involving 203,664 sacks of Canada cement. The main facts in connection with the installation may be set forth as follows:

Hydraulic installation for 60,000 horsepower.

Present electrical installation, two units of 20,000 h.p. each.

Original No. 1 plant of 4,000 h.p. demolished to provide site.

No. 1 unit of new plant supplying power and on paying basis within one year of starting to pour concrete.

Plant throughout of Canadian design, manufacture and construction.

Concrete poured, 48,000 cubic yards, using 203,664 sacks of cement.

Men employed on the construction, 450.

Powder used for rock excavation, 80,000 pounds.

A 3,000-ft. "industrial" railway conveyed the gravel to the plant from a nearby gravel pit.

Kingbury thrust bearing on each generator carries total load of rotor, shaft and runner, and has capacity of 470,000 pounds.

Application by company pending, for right to dam the Kootenay river at Granite, four miles below Nelson, to raise the minimum level of Kootenay lake six feet. When this is done, the third unit at No. 1 plant will be installed.

Other plants of company. No. 2 at Upper Bonnington Falls, 32,000 h.p., and No. 3 at Cascade.

Chief customers of West Kootenay Power and Light Company are Consolidated Mining and Smelting Company of Canada, and the towns of Trail, Rossland, Grand Forks, Greenwood, Oliver, Penticton, Summerland, Naramata, Kelowna and Princeton, in British Columbia, and Northport in Washington, and the Allenby Copper Company.

The Laurentide Company
Limited
Manufacturers of
Ground Wood - Sulphite Pulp
Wood Boards and Newsprint Paper
GRAND'MERE -:- QUEBEC

Dominion Textile Company
LIMITED
Manufacturers of
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Textiles

WABASSO COTTON PROFITS WERE UP

Surplus for Year Totalled $18,735 After Dividends

From Our Own Correspondent.

MONTREAL.—The financial statement of the Wabasso Cotton Company for the year ending June 30 went forward to the shareholders this week and showed an improvement, both as regards earnings and the liquid position, as compared with the preceding twelve months' period. The operating profits are up over $20,000 and total $285,749. The interest derived from investments was slightly lower and was $90,318, which made a total income of $376,067. After deducting depreciation, bond interest and sinking fund charges, there remained $158,735, with which to meet the dividend requirements of $140,000. After paying dividends, there remained a surplus for the year of $18,735, as compared with $3,153 at the end of last year.

In view of the conditions which prevailed in business circles generally, and in the textile industry in particular, the shareholders should be well satisfied with the showing.

The profit and loss account for the past three fiscal years compares as follows:

	1925	1924	1923
Curr. assets	$1,420,114	$1,197,431	$1,284,861
Curr. liabs.	841,751	749,783	488,238
Work. cap. ..	$ 578,363	$ 447,648	$ 796,623

Working Capital Higher

During the year the current assets showed an increase of over $220,000, which resulted in the working capital at the end of June standing at $578,363, as compared with $447,648 at the close of the last fiscal year.

The liquid position of the company for the past three years was as follows:

	1925	1924	1923
Oper. profits ..	$285,749	$265,193	$303,177
Int. on invest...	90,318	96,644	113,700
Total inc.	$376,067	$361,838	$416,877
Depreciation ..	100,000	100,000	100,000
Bond interest ..	100,092	103,685	94,922
Sinking fund ...	17,240	15,000	15,000
Net profit	$158,735	$143,153	$206,955
Dividends	140,000	140,000	140,000
Surplus	$ 18,735	$ 3,153	$ 66,955
Prev. surplus ..	616,263	613,110	546,156
P. & L. bal. ...	$634,998	$616,263	$613,110

There were few changes in the balance sheet, but the cash on hand was increased by some $13,000; accounts receivable stand at $456,021—an increase of $192,851. Inventories are up almost $100,000; this is but natural in view of the expanding activities of the company, which have been made possible by the enlarged plant facilities. The major changes in the liabilities are in depreciation reserve and loans; the former now stands at $917,751, an increase of $200,000 since 1923, and loans are $275,000, as compared with $174,000 in the last balance sheet.

The annual general meeting of the company will be held at Three Rivers on August 27.

What Companies Will Feel Improvement First?

From Our Own Correspondent.

MONTREAL.—The Canadian crop this year will be about 375,404,000 bushels, says Dominion Bureau of Statistics in an estimate issued this week. This compares favorably with a yield of 262,097,000 bushels last year—in addition it will probably be marketed at good prices.

How will this much increased yield affect the earnings and price of the shares of the various industrials? Naturally, the C. P. R. and the agricultural implement manufacturers will be the first to feel the benefit; probably, too, such companies as Canadian Car and Foundry, which depend largely on the railroads for their earnings, will receive larger equipment orders.

Winnipeg companies should also benefit by the larger revenue which the West will obtain. Winnipeg Electric should stand to benefit materially from the improved businesss conditions. Coming eastward again, the Canada Steamship Lines will carry more grain this autumn and next spring, a cargo which has a distinct bearing on earnings. The millers ought to do a larger export business also.

With a more plentiful harvest, the construction companies will receive more orders which should also have a good effect on the earnings of companies like Canada Cement.

Of course, a plentiful harvest means better business all round, and in consequence there is hardly a Canadian company which is not affected more or less. Naturally, if the farmer has an increased purchasing power, the textile companies stand to benefit, and speaking of the textile companies, the one which stands to benefit most is the Woods Manufacturing Company, for it makes, amongst its other lines, flour sacks. All the foregoing endeavors to do is to pick one or two companies which will undoubtedly feel the improved conditions possibly more quickly than some of the others, but there is no doubt that all will gain.

CONTRACTS FOR GAS

CALGARY. — Contracts aggregating $350,000 have been awarded for the construction of a gas main from Calgary to the Turner Valley oil field, 45 miles to the south-west of the city. This main will handle the flow from No. 4 Royalite well and from other wells. Besides producing more than 600 barrels of high grade naphtha daily, No. 4 well is producing between 15,000,000 and 20,000,000 cubic feet of gas in the same time. In this connection another contract has been awarded for a $250,000 scrubbing plant to treat the gas from the No. 4 well, which will be piped to Calgary.

Grocery Merger May Expand Outside Ontario

Firms Forming National Grocery Company Total 25

CONTROL 70% TRADE

The Purpose of Merger as Outlined by New Chairman of the Board, Marland Woolnough

The interest that has been aroused in the merger of Ontario wholesale grocers is such that it is altogether likely that the organization will soon expand to take in grocers in other provinces. The name National Grocers Company is sufficiently broad to permit this and the company is being incorporated under Dominion charter. This week Canadian Grocer points out that wholesale grocers in the east and in the west have been much interested in the merger and are considering ways and means of getting together.

The new concern controls about 70 per cent. of the grocery trade of the province of Ontario. That the merger is one of the biggest that has ever taken place in Canada is indicated by the fact that the houses going in it sold nearly $30.000,000 worth of food and allied products in 1924. There will be approximately 25 wholesale houses come together, operating all told about 37 warehouses.

Every part of Ontario is represented, including Northern Ontario as well as East and West and the Central portions. The assets of the houses going into it are approximately $7,000,000.

Foster, Woolnough and Pyke

The name of the new company will be National Grocers Company. Among the houses going into it is the National Grocers, Ltd., with head office in North Bay (and several branches in Northern Ontario), the head of which is Archie Foster, a wholesaler who is known not only in Ontario, but throughout Canada. Mr. Foster will be president and general manager of the new consolidated company.

Mr. Woolnough has spent some 11 months working on the proposition. He will be chairman of the board of directors. A. C. Pyke will be secretary-treasurer. Mr. Pyke has been known for many years throughout Canada as the secretary and moving spirit of the Canadian Wholesale Grocers' Association, as well as the Ontario branch. Mr. Pyke will continue as secretary of the Association until that body can meet and appoint a successor. He will, of course, give up his position as secretary of the Ontario branch as well as of the Wholesale Druggists' Association.

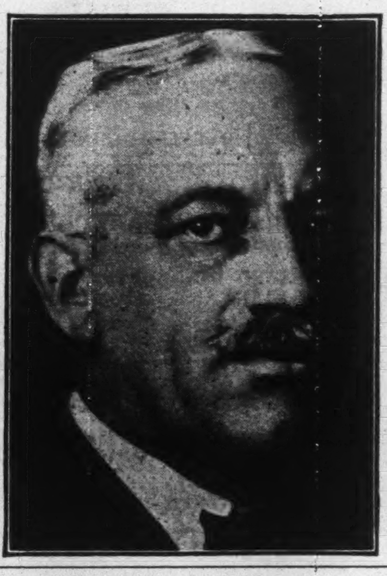
The offices of the new company will be in Toronto. At an enthusiastic meeting in Toronto, last week, the wholesale grocers going into the merger received the necessary instructions for legal proceedings in connection with the change, also on how to take their inventories.

Purpose of the Merger

In referring to the merger Mr. Woolnough stated to Canadian Grocer that present day conditions had made it a necessity.

"The purpose of the amalgamation," he said, "is to effect economies in the distribution of food commodities. With its branches located at every important distributing centre in the province east of the Great Lakes, and with the unequalled facilities for buying, selling and distributing, which it will possess, the new organization will be in a position to reduce many of the costs of the distribution of food products which have considerably increased of recent years, owing to overlapping of service by various jobbing houses. At the same time it will furnish a service to the retail grocer and hence to the public which has been impossible under conditions as they have existed."

Wholesalers going into the new company will be paid partly in cash for their stocks, and will retain a part interest in preferred stock, as has already been reported in these columns.



Figures in Grocery Merger

ARCHIE FOSTER, who becomes head of National Grocers' Company, as the amalgamation of Ontario Wholesalers will be known. Mr. Foster is at the right.

A. C. PYKE, for many years secretary of the Canadian Wholesale Grocers' Association, also of the Ontario branch, who becomes secretary-treasurer of the new company. Mr. Pyke is at the left.

The chairman of the board is Marland Woolnough, of Niagara Falls.

WINNIPEG HYDRO AND RAILWAY CO. WAR AT AN END

City Will Become Retailer and Company the Wholesaler of Power in 'Peg

Everything would seem to indicate that the way has been smoothed out for the completion of the deal between Winnipeg Hydro and Winnipeg Electric whereby the war that has been going on for the last few years will be brought to a close for all time. Under an agreement, yet to be approved, the city becomes the retailer of power and the company the wholesaler within the city. Mayor Webb, a business man who took office at the first of the year, has been the chief factor in bringing the squabbling to an end.

Eastern interests associated with Winnipeg Electric are believed to have put their O.K. on the agreement and it is understood that the report of Manager Glassco, of Winnipeg Hydro, to the city council, favors the adoption. In fact it is said that he has made an earnest appeal to the aldermen to give the agreement their approval.

The city will purchase 50,000 h.p. from the company and take over its distribution system within the city. For the latter it will pay $1,100,000. The company will continue its power distribution outside the city. Another advantageous situation from the company's viewpoint, is that it is expected to make a contract with Spanish River Co. shortly for 40,000 h.p. for its new paper plant.

The war between Winnipeg Electric and the Hydro system has been rather a severe one. Winnipeg Electric owns the gas system as well and for some considerable time the Hydro has been battling to cut in on this service and went so far as to instal electric ranges in apartments free in order to secure the business. It was equally keen after the electrical business of its private competitor.

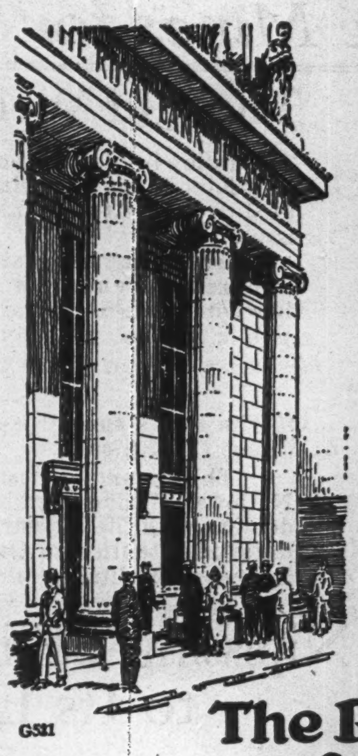
The passing of such an agreement with the city, is also looked upon as a builder of good will for the company in its negotiations in regard the street railway. The city must either take the system over or give the company a new franchise. Negotiations have already been started. There has been talk both ways, some favoring a new franchise and others the purchase of the system, but in the latter a stumbling block was encountered in arriving at a proper system of valuation and there was some talk of arbitration. Objection was raised to this, the experience of Toronto being pointed to. There are some close students of the situation who express the opinion that a new franchise on more favorable terms for the company will likely be the outcome.

LUMBER EXPORTS DOWN

VANCOUVER, — Approximately 140,000,000 board feet of lumber has been exported from here since the first of the year, according to statistics of the Vancouver Merchants' Exchange. During the same period a year ago 200,000,000 board feet moved from the port.

FEWER B. C. APPLES

VICTORIA.—The prospective commercial apple crop of British Columbia, compared with 1924, indicates 90 per cent. or 2,097,900 boxes, or 80.5 per cent. of the five year's average, according to an estimate of the government. The slight reduction is caused by winter injury and the hot weather during the past month.



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"Ask the Canadian Pacific about Canada" is not a mere advertising slogan. It is an intimation of service—without charge or obligation—that the information is available and will be promptly forthcoming to those who desire it.

Canadian Pacific Railway Company

Department Colonization and Development.

J. S. DENNIS,
Chief Commissioner.

Windsor Station,
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Not a new issue

The Goodyear Tire & Rubber Co.
of Canada, Limited

Incorporated under the Ontario Companies Act

6% Sinking Fund Cumulative Prior-Preference Shares

Par Value $100 per Share

Transfer Agent: Chartered Trust and Executor Co., Toronto Registrar: Montreal Trust Co., Montreal

The Prior Preference Shares are preferred as to Assets and Dividends over the 7% Cumulative Preferred Shares and Common Shares and are the senior security of the Company. The Company has no Bonds or Mortgage Indebtedness outstanding. Dividends at the rate of 6% are payable 1st January, April, July and October. The shares are redeemable at the option of the Company, in whole or in part, on any dividend date on due notice, at 100 and accrued dividend.

We are advised by counsel that, under existing Income Tax Laws of the Dominion of Canada, Dividends on this stock are free from Normal Federal Income Tax.

Capitalization

(As at September 30th, 1924)

	Authorized	Outstanding
6% Sinking Fund Cumulative Prior Preference Shares	$4,500,000	$3,449,800
7% Cumulative Preferred Shares	15,000,000	4,500,000
Common Shares (par value $10)	1,500,000	533,200

Company has no Bonded Debt

THE COMPANY

The Company is the largest manufacturer in Canada of automobile tires, both pneumatic and solid, and also manufactures a wide range of other rubber goods, including hose, belting, packing, plumbers' supplies, rubber heels and other articles of similar nature. Over 4,000 Canadian Retail Dealers carry stocks of Goodyear Made-in-Canada Automobile tires.

ASSETS

Balance Sheet as of September 30, 1924, as certified by Messrs. Price, Waterhouse & Company, Chartered Accountants, shows Tangible Assets, Real Estate, Plant, Machinery and Equipment standing at $7,414,776.90. Net Current Assets (Working Capital) at $4,875,660.08; making a total of $12,290,436.98, equivalent to over $356 for each share of the 6% Sinking Fund Cumulative Prior Preference Shares outstanding as at September 30, 1924. Of the Current Assets $1,733,000 represents Cash in Banks and Government Bonds. The Company has borrowed no money during the past fiscal year and has no indebtedess other than current bills.

EQUITY

At present market quotations the securities junior to the 6% Prior Preference Shares, viz., the $4,500,000 7% Preferred listed on the Toronto and Montreal Stock Exchanges, and the Common Shares, have a market value in excess of $6,500,000.

EARNINGS

Net earnings for the three years ending September 30th, 1924, inclusive, after providing for all operating charges, fixed charges, Income Tax, etc., but before providing for depreciation, averaged $1,422,212 per annum, equivalent to more than six and a half times annual dividend requirements on the amount of Prior Preference Shares outstanding.

The following is a statement of sales and earnings for the Company for the years ending September 30th, 1922-24, inclusive, after providing for all operating charges, fixed charges, Income Tax, etc., but before providing for depreciation.

Year	Sales	Net Earnings	Total Dividend Requirements	Earned on Common	Dollars per share on Common
1922	$9,389,360	$1,468,899.57	$521,988	$946,911.57	$17.75
1923	10,614,670	1,522,360.74	521,988	1,000,372.74	18.76
*1924	11,204,000	1,275,377.65	521,988	753,389.65	14.12

* Not including profits on export business for August and September, 1924.

PRICE: $100 a share to yield 6%

Carrying a bonus of one share of Common Stock with each 10 shares of Prior Preference.

A limited amount of Common Stock is offered for subscription at $52 a share.

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The statements contained in this advertisement are not guaranteed, but are based upon information which we believe to be reliable and on which we acted in purchasing these securities.

News of the Mines for the Investor

HOLLY COMPARES FAVORABLY WITH RAND LEADERS

Main Difference is High Capitalization of Canadian Mines

Frequently statements are made that Hollinger is the biggest mine in the world. Others rank it as second and still others third to some of the large Rand mines. Comparing its 1924 history with that of some of the big Rand mines, and taking into consideration the fact that it is still developing and expanding, its standing in relation to some of the large Rand mines is remarkable. When it achieves its goal of 8,000 tons daily output there will likely be some changes in position.

A daily tonnage of 8,000 tons projected by Hollinger would yield $21,600,000 per annum in gold, as a writer in the Toronto Mining World points out. Production from 5,000 tons daily output in 1924 yielded $13,429,000, compared with $18,405,000 for Crown Mines and $22,176,500 for the New Modderfontein. As Hollinger's average ore values are materially higher than its big rivals, the ratio of net to gross is greater. In spite of the fact that Hollinger produced nearly $5,000,000 less gold in 1924 than the Crown Mines, net profits were $586,000 greater. Average ore values of the Hollinger are $9.10, against $8.50 for the New Modderfontein and $6.20 for Crown Mines.

With regard to ore reserves, Hollinger is practically the same as Crown Mines, but has some way to go before catching up to New Modderfontein, with its $77,047,000. The surplus of the Hollinger is stronger than that of the Crown Mines. Hollinger is now paying dividends at the rate of 20.8 per cent. per annum. This compares with 40 per cent. paid by Crown Mines and 100 per cent. paid by the New Modderfontein in 1924. The two Rand Mines have been able to pay such big dividends because capitalization in both cases is low. Hollinger's capital is four times as large as that of Crown Mines and more than three times as great as that of New Modderfontein. Comparisons:

	Hollinger	Crown Mines	New Modderfontein
Net profit..	6,586,215	$6,000,000	$9,270,000
Surplus	7,616,851	2,450,000	....
Dividend %	20.8%	40%	100%
Divi. amount	5,116,000	3,690,000	6,950,000
Shares issued	24,600,000	4,700,000	6,950,000
Bonds	None	320,000	....
Work. cap..	1,936,134	2,425,000	....
Production..	13,429,226	18,405,000	22,176,500
	Tons	Tons	Tons
Reserves ...	6,518,383	9,600,900	9,064,000
" Inc. (tons)	277,700	524,900	....
Value per ton	$9.10	$6.20	$8.50
Total value.	59,304,885	59,000,000	77,047,400

GRANBY EARNINGS AT SAME LEVEL

Lower Costs With Increased Production Marked Second Half of Year

Granby Consolidated Mining, Smelting & Power for quarter ended June 30, 1925, reports net income of $269,861 after expenses and interest, but before depreciation and depletion, as compared with $195,960 in preceding quarter and $159,093 in second quarter of 1924.

For six months ended June 30, 1925, net income totaled $465,821 before depreciation and depletion, as compared with $479,256 in same period of previous year.

Income account for quarter ended June 30, 1925, compares as follows:

	1925	1924
Gross	$1,405,183	$1,185,186
Expenses	1,001,775	1,003,947
Oper. income	$403.408	$181,239
Other income	56,706	49,289
Total income	$460,114	$230,528
Interest	190,253	71,436
*Net income	$269,861	$159,093

(Six months)

	1925	1924
Gross	$2,697,918	$2,358,128
Expenses	2,041.923	1,839,677
Oper. income	$655,995	$518,451
Other income	71,959	103,675
Total income	$727,954	$622,126
Interest	262,133	142,870
*Net income	$465,821	$479,256

*Before depreciation and depletion.

Granby Consolidated Mining, Smelting & Power Co. produced 10,219,825 pounds of copper in the second quarter of 1925, monthly average of 3,406,608 pounds, compared with total of 8,887,751 pounds and monthly average of 2,962,584 in first quarter.

Concentrator in second quarter handled 100,933 tons of ore, from which 2,235,260 pounds of copper were recovered. These figures compare with 97,305 tons of ore and 2,456,615 pounds of copper in first quarter.

Cost a pound of marketable copper produced was 9.25 cents, compared with average operating cost of 11.53 cents a pound in first quarter. These costs include all fixed and general charges, other than depreciation of plant and equipment, and are after crediting gold and silver and miscellaneous earnings to copper.

Decreased cost of production was due in part to lower cost of power resulting from ability to utilize entirely power from the company's hydro-electric plant, which was in continuous operation throughout the quarter.

FINANCING LORRAIN PROSPECT

Overseas Lorrain is being financed, it is stated officially, and the company hopes that development work on the claims in South Lorrain will soon be launched.

ANOTHER OIL WELL

British Petroleums has brought in a new well in the Wainwright district. The oil is said to be good grade. The flow is not as yet known but estimates from baling run as light as 100 barrels daily. Officials say the C. N. R. will take the output for the Mountain Division.

Thought Well of Mining Issue

The following letter speaks for itself:

"Kindly send me six copies of The Financial Post of July 21. I think that is the date of your mining issue.

"Accept my congratulations upon the capable and comprehensive manner in which you took up the mining conditions of Ontario and presented them to the public through your good paper."

CLIFFORD E. GORDON,
12 Morris St., Halifax, N.S.

Of The Post's special issue, Richard Pearce, editor, Northern Miner, Cobalt, said:

"The Financial Post, Toronto, last week issued a National Mining Number, containing 32 pages, and dealing with the industry throughout the country with detailed attention to Ontario companies. The edition is a most creditable one."

Nipissing Selling Close to Its Liquidation Value

Assets Are Within $100,000 of Market Valuation, Which Would Represent the Speculative Valuation of the Enterprise

That Nipissing at its present price is about on rock bottom when its full assets are concerned, is the conclusion reached after a careful analysis of the stock made by a writer in the Magazine of Wall St. He classes it as one of the most interesting mines in the world and recalls how, in the early days a great mining engineer, representing large capital, who first reported favorably on the property and then supplemented with an unfavorable report, causing a crash in the stock and loss to thousands. The tale goes on to state that one of the big capitalists who sent the engineer to make a report, personally reimbursed his friends for their losses and that the capitalist dug down into his pockets for nearly $2,000,000. Then, for such is the irony of Fate, Nipissing made good.

Nipissing is likened to Federal Mining and Smelting, a United States concern which is always dying but which never dies. The reason is that in silver mining of this sort it is never possible to develop ore bodies far in advance, so that one never knows whether the ore in sight is the last available, or merely the precursor of additional ore.

Of course the time will eventually come when the available ores will all have been worked, but just when that time will arrive no one can say.

As to Nipissing's liquidation value, the writer figures that assets, exclusive of 1,510,129 ounces of ore shown as reserves in the last report, total $4,758,828, while the market valuation of the mine is $5,400,000 or $641,172 ore assets. This on the face of it is about 50 cents a share above net assets. But there is a possible profit of $550,000 on the silver in reserve which would cut the share excess down to $100,000 which would represent the value which the market places on the company's prospects. This could hardly be termed an inflated price. In view of the fact that net assets are so close to the market price and also the fact that Nipissing may continue to make good money for some time to come from its present workings, it appears that the price for the stock is close to bed-rock. At present price of around 4½ the issue returns upwards of 13 per cent. on an investment. It would seem, then, says the writer, that the present owner of the stock, in view of its liquidation value, high return and prospects that the present properties may last some time longer or that new properties will be acquired or developed, is justified in holding the security.

Anyone buying the issue at the present time must make up his mind that he is in for speculation. In view of the considerable assets behind the issue the chances for loss would seem to be considerably less than are ordinarily connected with like mining speculations.

Is American Smelting Buying Smelter's Control on Market?

Rather an Interesting Story Going Rounds—Would Explain Steady Market Rise—Also Flin Flon Copper Negotiations

Is American Smelting and Refining in the market to buy control of Consolidated Smelters?

There is a revival of interesting gossip abroad that this is the case. It is given considerable credence in some well informed circles and a pretty powerful story is being told, which when considered in toto, makes the tale sound quite plausible.

The Financial Post first encountered the story in making some inquiries as to who was taking a look at the famous Flin Flon copper mine of Mining Corpn. in Northern Manitoba. American Smelting and Refining, was the report. It was said they were acting in conjunction with some higher ups in the C.P.R. There has been a feeling abroad that C.P.R. would like to get this property opened. It would provide a big tonnage and would pave the way for the extension of its Northern Saskatchewan line through to Fort Churchill and thus cut off the Hudson Bay railway. There were rumors that Consolidated Smelters were negotiating for the property for this reason, but this was denied.

Later the report that American Smelting was in good standing with C.P.R. because it was out for control of Smelters was encountered. There has been a feeling for some time that there was something back of the market move in Smelters and in the absence of any other explanation, this one is being accepted. For instance, brokers who were apparently close to the stock and figured they could control it, sluffed off when it had a particularly good movement, feeling they could get it back at lower prices. They figured wrongly and soon found that the market had escaped them, that all their offerings were quickly taken up and the market was ready for more. No one seems to be able to place their finger on the source of the buying which in a little over a year has carried the stock up from 30 to around 107 and predictions are that it will go materially higher.

C.P.R. is heavily interested in Smelters, and probably has 51 per cent. of the stock now.

Drilling New Zinc Find North of Sudbury

The reported discovery of zinc northwest of Sudbury has been commented on by a man in close touch with the situation as "a good gamble." One authority states that the zinc is of high quality, and that if it is present in quantity, the establishment of extensive zinc mining operations is assured. More than 10,000 acres of land, representing options to the value of a million dollars, are involved in the zinc discovery. Four drills are at present in operation, work having been under way since July 15, and results from one drill at a depth of 800 feet show a 100-foot body of zinc, said to be of commercial quality.

OPENS MONTREAL OFFICE

Morgan E. Kemerer, Toronto broker, has opened a branch office in Montreal.

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AUDIT OF MINING BROKERS' BOOKS IS TERMED A "JOKE"

Some of Auditors' Certificates Apparently Accepted Are Said to be Open to Question

The much heralded audit of mining brokers' books, designed as a cure-all for alleged bucketing and washing of sales on Standard exchange, has been completed. All who were members of the exchange before the audit are still members and apparently in good standing. All have filed auditors' certificates.

Some wild predictions were made as to what would happen when the audit was made. Some persons, at whose instigation is unknown, went so far as to advise margin holders to liquidate their accounts, so as not to be caught when the axe fell after the audit. At that time The Post expressed the opinion that the audit was being taken too seriously and this was apparently the case. Those who sold must have lost money for the market is generally higher to-day than it was at that time.

For some time after the audit was announced, there was a feeling abroad that some of the officials of the exchange, regretted that the matter had ever been taken up. This might explain the silence which has greeted some of the certificates filed. There are members of the exchange who are by no means satisfied with the result. They say they filed clear-cut certificates, but feel that there are certificates, apparently accepted as satisfactory by the exchange committee, that are open to question. They doubt if the laudable object as at first set out as the goal to be achieved, has been reached. For instance, it is said that one of the certificates reads that "in our opinion all stocks are available in the usual course of business." This certainly does not say that the stocks held on margin are in the brokers' hands or bank and available for delivery. It is quite possible, some of the brokers point out, that this could mean, that if the client pays up the broker would be able in the usual course of business to buy up the stock and deliver it.

WAS SHAKE-UP DESIGNED TO GET MORDEN OFF BOARD?

South African Mines' Directors Return to Porcupine Development After He Quit

Directors of New Consolidated Goldfields and National Mining, two large South African companies, who resigned from the board of Porcupine Goldfields Development and Finance, have returned to the board. Grant Morden, who was on the board at the time and who also resigned, has not returned to the board.

At a recent meeting in London, when a change in capitalization was made to provide further working capital, Chairman Lord Gisborough, in speaking of the return of the representatives of the other companies to the board, said that they had retired for reasons connected with the internal affairs of the company which in their opinion, at that time, made it advisable to sever their connection with the management of the company. He added:

"I ask you not to press for an explanation of those reasons, which to the persons concerned appeared entirely to justify the taking of such a decisive step. Nothing is to be gained by raking up old controversies of by saying anything which might possibly lead to recriminations, more especially as the reasons for taking the steps alluded to have now ceased to exist and the directors who represented the two companies mentioned have consented to rejoin the board and, in fact, have now been reappointed to it. I, therefore, in the interests of the company, which we all have at heart, repeat my request to you not to revive a past episode, but to turn your attention solely to the consideration of a scheme for the reorganization of the company, which now has the support of a united board."

Grant Morden was a member of the board and held a large amount of stock, secured, it is stated, in payment of certain mining properties. His dominance of the situation, it is rumored, became obnoxious to the African mining concerns and they withdrew only to return as soon as possible after Grant Morden had stepped out. It is significant that the latter has not returned to the board.

SILVER AND OTHER METALS

August—	10	11	12	13
Silver—				
London (d.) ..	32	32 1/16	—	32 1/16
New York ...	69⅝	69¾	69⅞	69⅞
Copper	14⅝	14¾	14⅞	14¾
Lead	8.75	8.90	9.00	9.00
Zinc	7.75	7.57	7.57	7.55

Gold has been properly described as the only safe anchor in a drifting financial world.
The Quebec Goldfields are potential factors in increasing the world's gold supply.
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ENCOURAGING IS KEELEY'S OUTLOOK

In July Company Opened Up Couple of Important Silver Shoots

During July Keeley Silver Mines, produced 124,287 ounces of silver and 14,469 pounds of cobalt. A shoot of ore 18 ft. long and assaying one thousand ounces over three inches was found in No. 6 vein north at the 5th level. A sheet 12 ft. long, assaying five hundred ounces over twelve inches was developed in No. 16 vein east at the 10th level, and a long shoot of low grade milling ore in No. 16 vein west, 7th level was found. The outlook, generally, is encouraging, says Dr. J. MacIntosh Bell. Production for 1925 by months follows:

	Silver oz.	Cobalt lbs.
January	124,884	15,191
February	125,281	13,350
March	124,885	15,651
April	125,481	12,386
May	124,911	12,083
June	124,380	14,075
July.	124,287	14,468

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Current Events in Banking World

GREAT BRITAIN CAN MAINTAIN GOLD STANDARD

So Thinks Swiss Bank Corporation, Which Advances Reasons

The Swiss Bank Corporation's monthly bulletins for June and July contain a study on the subject of Great Britain and the gold standard. The bulletins commence with a brief sketch on the monetary development during and after the war, and characterize the different phases through which the sterling exchange passed. The first period lasting from the outbreak of hostilities until the beginning of 1916, during which London acted as banker to the Allies, was marked in the first few months by the repatriation of large British balances abroad and brought a rise in the pound sterling which at one time went as high as 5¼ dollars in New York. Then, however, it fell to Great Britain's part to finance not only her own purchases of war supplies, but a large part of her Allies' requirements. In consequence during 1915 alone, gold was exported to the value of more than 100 million dollars, but the exchange fell nevertheless by the end of the year to a level of $4.52 in New York and to relieve the strain on the exchange, Great Britain was obliged, with the co-operation of France, to contract a loan of $500,000,000 in America. The second phase lasted from 1916 until March, 1919, the characteristic feature being the pegging of the New York exchange at 4.76½ as a result of an agreement concluded between the Bank of England, the Bank of France and J. P. Morgan & Co. and later with the help of the United States Treasury. The third period, which lasted from the unpegging of the exchanges in March, 1919, until the end of 1921, saw the British trade balance in its most unfavorable state, the pound being quoted as low as 3.20 in February, 1920.

The Return of Confidence

The gradual return of confidence and some revival of trade, caused a recovery which was in evidence throughout the fourth period—1922 to April, 1925—when the balance of payments improved and the British holding of foreign securities increased as a result of foreign loans issued in London. The gradual recovery of the sterling exchange to par culminated in the re-establishment of the gold standard in April of this year.

After giving a table of the movements of gold, showing that betwe 1914 and 1924 more than $1,000,000,000 was exported from Great Britain to the United States, the bulletins go on to summarize the various steps which led up to the reintroduction of the gold standard. The first was the appointment of the Cunliffe Committee which reported in 1918 that the requirements necessary as preliminary to the reintroduction were suspension of advances from the Bank to the Government, cessation of inflation, reduction of the fiduciary circulation and the turning over of the currency note issue to the bank. In the execution of these recommendations the government adopted a policy aiming at the re-establishment of the equilibrium of the budget, amortization of the debt and consolidation of floating liabilities. This programme being in the main fulfilled by the end of 1924, a second Committee was set up which reported on further steps to be taken. Their recommendations, which were accepted by the government, amounted to the restoration of the gold standard with certain qualifications: lifting of the embargo, general license to export gold, transfer of the gold reserve for currency notes to the Bank of England, the bank to give gold bars instead of sovereigns against notes, etc.

Large Credits in United States

In addition to these measures the Bank of England secured as a precautionary measure for the case of an emergency, large credits in the United States, viz., $200,000,000 with the Federal Reserve Bank and of $100,000,000 with the house of Morgan in New York. This, in conjunction with a balance of 166 millions already set aside in America for the next two instalments of interest on the debt, provided an ample sum for countering any depression in the rate of the sterling exchange.

The second bulletin is devoted to a consideration of how far Great Brittain will be able to maintain the gold standard now introduced. In the first place the position of the budget is studied and it is shown that since 1920, Great Britain has been able to meet all her expenditure without the necessity of having recourse to further borrowing, the budget has been effectively stabilized, the sinking fund has been duly operating and the outstanding total of short term liabilities has been greatly reduced by various successive measures of consolidation. There seems thus to be no danger of the gold standard being compromised by inflationary measures.

Surplus in Trade Balance

The second factor to be considered is the balance of payments. The Board of Trade's estimates are accepted after exhaustive discussion and it is shown that after setting against the adverse trade balance, the receipts from investments abroad, services, etc., there remained a surplus of about £30,000,000 in 1924. A further factor must, however, be considered, namely the balance of investments, i.e., the transfer of funds which may exercise a very important influence on the exchange and consequently on the stability of the currency. Foreign loans in London during 1924 actually amounted to some £134,000,000. On the face of it therefore it would appear that the net export of capital was about 100 millions but the weight of this figure must have been greatly reduced by the fact that large amounts of these foreign issues have been subscribed by foreigners, and that further a large portion of the product of these issues has remained temporarily deposited in England or went to pay for English goods. Moreover, money rates have been higher in London than in New York, and foreign capital has thus been attracted to England, especially from across the Atlantic, so that there is a large balance of floating capital at the present time in the English market. On balance, the international transfer of funds operated in favor of Great Britain and more than equalized the balance of foreign payments. These large floating balances would indeed constitute a danger in case of sudden withdrawal but this is only to be feared under extraordinary circumstances or in a panic, since at present London has regained her old attraction as the clearing house of the world while against the peril of a sudden withdrawal the bank will always be able to bring in play the large credits obtained in the United States and a rise in the discount rate.

In conclusion the bulletins express the opinion that the return of Great Britain to the gold standard was not premature, and there need be no fears as to the ability of the government to maintain it while the country will gradually regain all the advantages, which, thanks to its sound currency, it enjoyed before the war.

Determining Credit Standing From Balance Sheet Analysis

By A. B. BARKER.

Many still have very vague ideas of the basis of bank credit, and of the reasons for the enquiries which should be made by a bank before its credit is granted. Mercantile credit has the same basis as bank credit, but when considering the granting of a line of credit a bank must exercise far more care than, for instance, a wholesaler who is selling goods to a retailer. For one thing the banks' profit is far less, and consequently much less risk can be taken. A wholesaler expects a considerable margin, 20 per cent. probably, and sometimes more, while a bank must lend at from six to seven per cent., which after interest on deposits is taken into consideration, and costs of operation, including increasing taxation, means a very small net return. It used to be figured that the net profit to a bank was about 1½ to 2 per cent., but, according to recent statements ,it works out at a shade under one per cent. on the total amount of funds employed.

Another reason for more careful consideration by the bank before granting the credit is that, while a wholesaler can without much difficulty shunt an unsatisfactory account, a bank cannot. If a wholesaler is not satisfied with the account of one of his customers he can get rid of him in many ways without hurting the latter's credit. There are others from whom he can purchase, while if a bank begins to squeeze a customer it is difficult for the latter to secure accommodation elsewhere, and his credit will very likely be affected.

The Basis of Bank Credit

Bank credit is based on the quick surplus of working capital of the borrower, and it is this which decides the extent to which he is entitled to ask. This quick surplus is the amount by which the current assets, cash receivables, and stock in trade exceeds the current debts. Fixed assets are not a basis for bank credit, but if they consist of property which is producing a steady revenue they give a certain though indefinite support to the borrower's statement. Fixed assets which are unproductive may be a liability instead of an asset.

A bank is a trader in credit, buying at wholesale, and selling at retail, and in order to be able to repay its creditors as agreed, like any other trader, it must sell only to those who can be depended on to carry out the terms of the contracts under which the credit was supplied them. The willingness of these borrowers, as they are usually termed, to repay as agreed is not questioned, but it is necessary to know whether they will be able to carry out their promises. For this reason statements showing their assets and liabilities at stated intervals are required from borrowers, so that, by comparison, the progress of the business and the safety of the loan may be determined. The value of these statements depends on how they are analyzed, as, unless a statement will stand close analysis, it is merely a collection of figures. This analysis requires a trading and profit and loss account, which will explain any change in surplus claimed by the borrower, and even this must be supplemented by other detailed information as to the condition of the stock, and the method of pricing the inventory. In this the best practice is to price the inventory at cost or replacement value, whichever is the lower.

Writing Down of Goods

Another important point is whether adequate allowance has been made for out of date or shopworn goods. It is frequently impossible for the banker to judge inventory values properly and he must depend on a record of increasing inventories and declining turnovers to warn him. In merchandising, a profit is not really made until the goods are sold and actually paid for, so that, even if the stock on hand is properly inventoried and priced, and an allowance made for depreciated stock, there is still a chance of loss through non-payment of accounts receiveable. It is, therefore, necessary to know how the borrower's debtors pay, how many accounts are past due, and whether he is carrying an amount in the shape of bills and accounts receiveable out of proportion to his monthly sales, and the average terms of credit granted on the goods sold. If his receiveables are excessive, it means that he is not collecting promptly, or that his customers are poor credit risks.

Figuring the Turnover

In comparing the volume of sales with the stock carried, it is the average amount of stock carried which must be taken into consideration, not the figures of the stock on hand at the end of the financial year, because the books are closed and stock taken usually at the slackest season of the year, when the stock will be at the lowest point. The chief point in the analysis is the rate of turnover, i.e., the total volume of sales calculated at cost price, divided by the average inventory. Turnover means new transactions, and these cannot take place unless the dealer is able to pay for the goods he buys, according to contract, and he will be able to pay only if he sells to customers who pay promptly. Also, as the profits on the goods sold are limited by competition, the sales must be in volume sufficient to make up for this limited percentage of gain, and yield a profit sufficient to enable the dealer to pay all expense of carrying on business, his own living expenses, and, in addition, permits him to add to his surplus. There are few business ventures which will not have their lean years, and this must be allowed for, but, generally speaking, when others in the same line are making progress, any business which does not, or one whose profits fall below what others are making, is not a good credit mark unless the cause, when located, can be effectively removed.

Staff Gossip

The Union Bank staff at Melfort, Sask., moved into their new quarters in the Bank of Hamilton block.

* * *

Leslie Catherwood, of the Bank of Commerce staff, Hagersville, Ont., has been transferred to Southhampton.

* * *

Mr. Spence is the new ledger keeper in the Standard Bank, Picton, Ont. He came from Lindsay to Wellington.

* * *

Reg. Cluff, of the Bank of Toronto, Port Hope, has been promoted to a position in the Yonge Street branch in Toronto.

* * *

Laurance Patterson has taken a position in the Standard Bank of Canada at their branch at Hawkestone and commenced on his duties last week.

* * *

Mr. J. R. Chapman, of the Bank of Toronto, Keene, left on Tuesday morning for South Porcupine where he has been transferred as teller-accountant.

* * *

Archie Moore, of the Listowel staff of the Imperial Bank of Canada, has been transferred to Toronto, Yonge and Ann Sts. He reported in Toronto August 4.

* * *

E. J. Mathieu, from the Trochu, Alta., branch, is now keeping ledgers at the Chauvin branch of the Bank of Montreal, Mr. Fontaine having retired from the service of the bank.

* * *

C. A. Bisbee, of Moulinette, who was teller with the Cornwall branch of the Sterling Bank for two years and later with the Standard Bank, is being transferred to Winnipeg. H. B. Gibson, of Port Perry, is replacing Mr. Bisbee here.

* * *

Dennison Marks, teller at the Wallaceburg, Ont., branch of the Bank of Toronto, has been transferred to Toronto. During his four years in Wallaceburg, Mr. Marks has made a host of friends. His place is being taken by Mr. McIntosh.

* * *

The Bank of Montreal at Harrow, Ont., has been sold to the Imperial. F. W. DeJean, who was manager in the former bank, is now at Thorndale relieving, but will be placed permanently in one of the Montreal's branches.

* * *

G. T. Purdy, son of Mr. and Mrs. J. C. Purdy of Amherst, N. S., for several years manager of the Sydney, N. S., branch of the Canadian Bank of Commerce, is retiring from the bank's service and will be succeeded as manager by A. P. Taylor, now of the inspection department of the Commerce with headquarters at Halifax.

* * *

W. Alexander, chief inspector in charge of the inspection department of the Canadian Bank of Commerce, and J. Matheson, of the First St., W., branch Calgary, who will leave in the near future to take on duties in Jamaica and Ponoka respectively, were the guests of honor at a luncheon tendered by the Canadian Bank of Commerce in the Palliser Hotel.

* * *

Mr. W. T. Wilkins has been appointed manager of the Bank of Montreal at Fort Erie, in succession to Mr. A. E. Johnson, who has been promoted to be manager of the Bridgeburg branch.

The new manager has had wide experience in banking in Ontario. He entered the service of the former Molsons bank at Trenton in 1908, and later occupied various positions in the bank's offices at Frankford, Simcoe, St. Thomas, Merlin, West Toronto and the main office at Montreal. He was appointed manager of the Ridgeway office on the opening of the branch in 1920, and held the position until the date of his present appointment.

* * *

Various appointments have been made by the Imperial Bank of Canada:

J. B. Thompson, formerly accountant, Niagara Falls branch, has been appointed manager at St. Davids, Ontario.

F. P. Thomas, formerly accountant, Kamloops, B.C., branch, has been appointed accountant at Revelstoke.

K. F. White, formerly accountant, Essex, Ontario branch, has been appointed accountant at Niagara Falls branch.

F. E. Harrison, formerly of Niagara Falls South Branch, has been appointed accountant at Essex, Ontario.

C. H. Hazlett, formerly manager, Hearst, Ont., is at present acting manager at Engleheart, Ont.

* * *

J. H. Wheeler has arrived at Dawson, Yukon, to take over the management of the branch there of the Canadian Bank of Commerce. Capt. D. C. Thomson, the manager for the last six years, plans on getting away about the end of the month and after reporting at headquarters on the coast he intends to leave on an extended vacation to the old country.

* * *

A. F. Turner, manager of the Canadian Bank of Commerce at Fort Frances, has been appointed staff-inspector with headquarters at Calgary. The position of manager vacated by the promotion of Mr. Turner will be occupied by Mr. G. V. Pearce, lately assistant manager of the Main and McDermot branch at Winnipeg.

Ford of Canada Comes of Age

When a young man comes of age he starts to smoke, or buys a new tie or gets a girl—anything to show his independence. On Monday, Aug. 17, the Ford Motor Co. of Canada comes of age and it is apparently going to celebrate the event, since it has announced a wide range of body colors for fall, a radical departure from the strict standardization of the past.

In its twenty-one years of existence the Ford Co. of Canada has:

Added $100,000,000 to Canada's credit balance of trade;
Paid $42,000,000 into the national treasury;
Invested $26,000,000 in plant and equipment;
Produced 580,000 motor cars;
Built up a chain of 750 dealers in Canada and 1,000 abroad;
Established 4,000 service stations in Canada and 3,500 abroad;
Built up a factory organization of 4,550, with an annual payroll of $9,000,000.

Baird is New Supervisor of Royal in Saskatchewan

R. H. Baird, formerly assistant general manager of the Union Bank of Canada, has been appointed supervisor of the new Saskatchewan division of the Royal Bank of Canada, with headquarters in Regina.

Mr. Baird has always been conceded to have an unusual grip of the subject of grain marketing, and thus takes to his new Saskatchewan post the specialized knowledge most needed in banking in that province.

Mr. Baird entered the service of the Union Bank of Canada in 1899 at Smiths Falls. He served in the Montreal and Toronto branches and in 1902 was transferred to Winnipeg. After a term as accountant at Neepawa he opened a branch at Milestone. Sask. His next post was as manager at Cardstone, and he then spent a year on relief duty throughout Alberta, becoming, in time, supervisor of Alberta branches. In 1917 he was appointed manager of the Winnipeg office, a post he held until he became assistant to the general manager in 1923.

Milreis Improvement Helps Brazilian's Dollar Income

Brazilian shares passed 60 during the past week, the highest point they have sold at for a few years. Brazilian exchange rose during the past week from below 12 to 12-1/16. Thus though Brazilian's earnings have been declining month by month since January, the loss in revenue is more than made up by the improved exchange situation. Net income in milreis will be lower, but net income in dollars will be materially higher.

Dominion Bridge Shares Are Under Accumulation

There has been a heavy accumulation of Dominion Bridge shares during the past few weeks, and this week the stock sold up 4½ points to a new high of 98½. Reports that the company was almost sure to get the large aluminum construction order, was a factor, while events which have transpired among some of the company's competitors are taken by some to indicate a better working arrangement. This rumor is taken to apply to Canadian Vickers, perhaps, more than to any other company. A. R. Gillam, managing director of this latter company, recently severed his connection with it. Another report is that an engineering subsidiary of "Bridge" has secured the contract for machinery for the new International paper mill at Chelsea.

Weekly Bank Clearings

(In comparison with the same week last year)

EASTERN CITIES

	Week ending Aug. 7, 1924	Week ending Aug. 6, 1925
Halifax	$5,090,452	$3,293,966
Moncton	708.504	784,473
Sherbrooke	865,029	981,626
Quebec	5,667,134	5,915,317
Montreal	99,451,464	106,472,578
Ottawa	6,232,627	5,575,447
Kingston	757,721	836,491
Peterboro	765,244	782,562
Toronto	76,547,273	77.529,142
Hamilton	4,897,710	5,170,026
Brantford	850,313	925,238
London	2,582,425	2,376,133
Kitchener	770,861	947,096
Windsor	3,505,022	3,280,687
St. John	2,590,127	2.916,413
Total	$211,283,915	$217,787,194

WESTERN CITIES

	Week ending Aug. 7, 1924	Week ending Aug. 6, 1925
Fort William	$ 906,822	$ 976,301
Winnipeg	43,184,811	52,565,138
Brandon	548,181	694,720
Regina	3,207,328	3,638,996
Calgary	5,726.881	4,069,961
Saskatoon	2,082,695	2,005,245
Moose Jaw	1,005,211	1,112,174
Prince Albert	302,217	312,428
Edmonton	3,624,002	4,254,360
Medicine Hat	344,188	292,747
New Westminster	601,570	772,799
Vancouver	18.819,900	117,145,762
Victoria	4,209,851	1,901,226
Lethbridge	533,896	535,228
Total	$85,058,225	$190,266,865

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The following securities of the Northern Mexico Power and Development Company have been admitted to unlisted trading privileges on New York Curb: 100,000 authorized shares common stock, par value $100, and 30,000 authorized shares 7 per cent. cumulative preferred stock, par value $100.

FORTY-FIVE FOOT SHOOT OF ORE

Canadian Lorrain Silver Mines by the end of July had opened a shoot of good mill rock on No. 10 vein at the 350 ft. level for a length of 45 ft.

NEW YORK EXCHANGE

	H.	L.	H.	L.
Aug. 7	x1-32	1-64	+ 7-32	9-32
Aug. 8	x1-64	1-64	+13-32	⅜
Aug. 10	x1-64	1-32	+ 3-16	9-32
Aug. 11	x1-32	3-64	+ 9-32	7-32
Aug. 12	x3-64	1-32	+ 7-32	3-16

xDiscount. +Premium.

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ORIGINAL
Melachrino
CIGARETTES
MO-35
"The One Cigarette Sold the World Over"

STERLING, FRANCS AND LIRE

	Demand Sterling	Demand Francs	Demand Lire
Aug. 7	4.85⅝	4.67½	3.57½
Aug. 8	4.85⅝	4.67½	3.60
Aug. 10	4.85⅝	4.68½	3.63
Aug. 11	4.66½	4.50½	3.61
Aug. 12	4.85 7-16	4.66½	3.66¾

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THE FINANCIAL POST HAS THE LARGEST PAID CIRCULATION OF ANY CANADIAN FINANCIAL PAPER

TORONTO, AUGUST 14, 1925

ON THE PACIFIC

IN THIS issue, featuring British Columbia, The Financial Post salutes a province of a great future. There is a spirit of fine self-reliance on the coast that will make such a future certain.

Canada has contributed much to British Columbia, starting with a railway and working every year to level the Rockies commercially. British Columbia has given much to Canada and to-day holds in store energy that will fire the national growth in time to come.

To Canadians who have not seen British Columbia let a friendly tip be given: "See B. C."

TALKING TO THE ORIENT

CANADA is looking for a great increase in our export trade with the Orient—particularly China and Japan. But exporters in this country are handicapped in their dealings with the Chinese and the Japs by the necessity of conducting business dealings through interpreters. If the Oriental buyer is able to speak English, as is often the case, transactions are facilitated but the seller in this country is handicapped. Too many advantages are on one side.

There is an opportunity for young Canadians to study Oriental languages and to train as emissaries of commerce in the Far East. The universities might lead the way.

GOOD PUBLICITY FOR US

AN AMERICAN visitor to Quebec province writes deploring the slanders on the Quebec liquor system that have appeared in United States papers. She saw no children lining up at the liquor stores to get booze as charged in certain American magazines of large circulation. The only places she saw people lining up were the savings banks and the churches.

Such people as this American visitor, who tell the truth about conditions in Canada when they return home, do much to offset the bad impressions created by lurid feature writers whose motto is to get their story regardless of such petty obstacles as the truth.

The Catholic News, of New York, reproduces The Financial Post's recent protest against articles in the Ladies' Home Journal on the Quebec and B.C. liquor systems. This is more publicity for Canada of the right sort.

WHAT MUNICIPAL DEFAULTS?

FURTHER evidence of the need of good advertising to offset false impressions. Says the Magazine of Wall Street, an unusually well-informed organ:

> "Americans must become aware of the importance of the excessive issuance of municipal bonds. The numerous defaults, especially in Canada, in the last three years, are as clear an indication as we need that the time has come to study municipals before we accept them . . . ."

Canadians would be pleased if the Magazine of Wall Street would name a single permanent municipal default in Canada during the past three years. The truth is that Canada, for the most part, has gotten bravely over the defaulting habit once so common in both countries, and still in evidence south of the 49th. Some of our western municipalities, especially in the Winnipeg area, are in process of having their affairs adjusted so that the bond holders will not suffer. These are not defaults in the meaning of the article referred to. Most of the trouble started more than three years ago.

Canadians will endorse the first sentence quoted above, and the general tenor of the article. But the slander in the last sentence should not stand unrefuted. How is the United States investor and the British investor to know that our municipalities have largely recovered from the ill effects of pre-war over-expansion if we do not tell them? How are they to know that Canadian investments offer greater opportunities than any in the world, in view of the remarkable recovery which Canadian institutions and the Canadian people have made? How are they to know that Canada is the only important country in the world where the per capita income is now greater than before the war,—$261 against $250, while in the States it has dropped from $351 to $281, and in Britain from $236 to $212,—if we don't shout it?

STANDARDIZATION AGAIN

THE action of the Canadian Woollen and Knit Goods Association in standarizing hosiery colors is a step to be commended. Manufacturing and distribution costs will be lowered and confusion in the minds of merchants will be eliminated.

In the past, hosiery firms have boasted that they would match any color any one asked for or wanted and thus they spent much energy and money in meeting every passing whim and fancy. Color names moreover meant little. Only the largest firms could keep this up indefinitely and only the largest shops make money out of fancy hosiery in such conditions. Standardization of colors, with a wide enough range to meet every demand gives the trade a chance.

There will be other shades besides the 66 chosen by the manufacturers. But they will be frankly novelties; they will not be labelled by the standardized names chosen. There will no longer be about seven lavender or cocoa shades and ordinary sea-green will not be able to acquire as many names as a high-grade forger.

EXPLOITING OUR TOURISTS

EXPLOITING the tourist from the United States is a brand new means some merchants and others have found of "killing the golden-egg-laying goose." The method used is charging exorbitant exchange rates on the United States dollar. The remarkable excuse advanced is that the States discounted the Canadian dollar to the extent of 19 per cent. some time ago, and now that the tables have turned, it is only fair and moderate to charge 5 or 10 per cent. on the U. S. dollar.

What amazing logic! Because we did not guarantee the payment of our exchange bills in gold, and because we were buying more from the States than we were selling them, thus creating a greater demand for their bills than existed for our own, the Canadian dollar logically and naturally went to a discount. Just the same as Canadian wheat prices fall when apparent supply exceeds demand—or the price of potatoes drops when there are too many potatoes. Yet some Canadians who have not taken the trouble to inform themselves still think that the United States just arbitrarily refused to accept our dollar at par, and they are now going to "get back" at the risk of losing much good business. Fortunately there are very few in this class. Most merchants are taking U. S. money at par.

OUR SANDY HARBOURS

THE little hamlet of Ste. Jeanne is situated on a quiet backwater of the St. Lawrence about twenty-five miles up the river from Montreal. Before the advent of the motor truck, the village had a dock where small vessels took the farmers' produce down to Montreal. However, the motor trucks took this business and the dock fell into disuse and decay. The channel from the river silted up and now only the smallest of sailing yachts can use the old channel. This was the situation with the "harbour" of Ste. Jeanne until a day or so ago.

A considerable amount of time and money has been spent on the little dock. It has been patched up and is now spick and span; the only trouble is that no boats will ever use it, for the channel is narrow and shallow to commence with, and the need for the boats has vanished.

Anyway, the villagers are pleased and are content to sit at night and smoke their home-grown tobacco and watch the occasional small yacht which dares to brave the muddy channel, and business pays the bills.

EDITORIAL NOTES

EIGHT thousand sat down to a dinner in London. The D. W. Griffith influence hits England.

* * *

RUSSELL SCOTT, exponent of the one call, has been starring lately in the close call.

* * *

THE Norwegian farmer, who is settling a family of fourteen in Alberta, will not be able to complain of the lonely prairies.

* * *

IF THERE is not going to be an election this fall, a lot of politicians will have wasted some perfectly good speeches.

* * *

ONSLAUGHTS on the "lumber barons" featured the New Brunswick election. In ordinary times the attacking newspapers would have eulogized them as "lumber kings." Evidently there is something in a name.

Angus McLean, Human Storm Centre

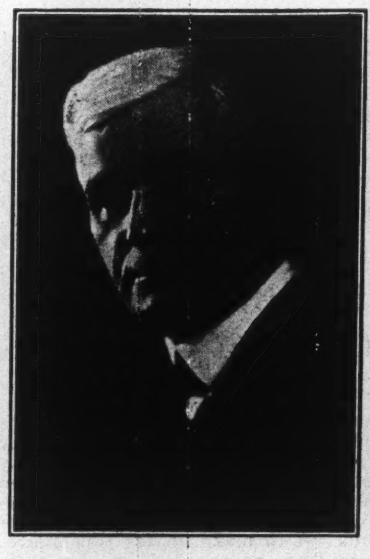
Head of Bathurst Company is an Outspoken Gentleman Never Made for a Career of Quiet Retirement — Started Life Driving Rafts Down the Ottawa

By FLOYD S. CHALMERS.

THERE are some men who were never born to blush unseen. One of these is Angus McLean, head of the Bathurst Company in New Brunswick. Mr. McLean has not been able to avoid publicity. He is too direct in his thinking and too outspoken ever to remain long hidden beneath a cloud of obscurity.

There was the pulpwood embargo controversy last winter, for instance. By all the laws that govern such affairs, Angus McLean should never have been in that controversy. But he was; was right in the centre of it and his powerful white head seemed to be the mountain peak round which the thunder rolled. Parliament shut up—that is the doors of Parliament shut up—for the summer and the bleeding pulpwood matter was laid carefully in a pigeonhole for a few months convalescence. Bang! Another fight broke out and it was not long before Angus McLean said some sharp things about the old government; the government leaders retaliated with unkind remarks about the dictation of the "lumber barons" and another verbal jousting tournament was providing its thrills, with everybody getting their heads knocked in and their lances splintered except the white-plumed knight who started it all.

Mr. McLean is blunt and courageous, a good combination but one that is bad for one's peace and quiet. And so it is that, whenever colors are up in the tilting arena, McLean is bound to be somewhere near the scene of the fracas.



ANGUS McLEAN.

But He's a Peaceful Citizen

From all this one would be inclined to picture Angus McLean as a born scrapper, always looking for a fight. The picture is all wrong. McLean is a handsome, debonair giant with the most peacable ways and enviable capabilities for making friends. There is nothing rough and ready at all about him, although he does sit in his office in Bathurst, N.B., in his shirt sleeves and opens every last envelope that the mail brings to the Bathurst Company. When challenges to public debates on the embargo were flying around, someone protested that Angus McLean and Ralph P. Bell were unfair in asking anyone to stand up on a platform with them in a test of tongues. Two good looking men like that would have the debate cinched before the judges were chosen, was the ground of protest.

Despite all the public discussion he gets into, Angus McLean is, first of all, a business man. Lumber is his life and has been ever since he was born down in the Ottawa Valley sixty-five years ago. His father was an operator in square timbers. His business was to make up solid rafts of square timber and of flattened pine and cedar which were taken down the Ottawa River to St. Lawrence points, such as Lachine and Montreal. It was a business that contributed many business and literary leaders to Canada, directly and indirectly, for men like J. R. Booth, W. C. Edwards, Sir Hormisdas Laporte, L. B. McFarlane and William Henry Drummond shared in one capacity or another the romance of those early raft-driving days on the Ottawa. Angus McLean went down the river on one of these rafts when he was only fourteen years old and after that he handled a pike pole and a cant-hook for years.

Goes to Night School

He determined, however, to get on the inside of the lumber business and found his key in a night course in a business college in Ottawa that opened to him a job as bookkeeper for a lumber company. Eventually he became bookkeeper for the late Senator Edwards, the king of his day of Ottawa valley lumbering. This connection with Senator Edwards put Angus McLean on the road to success and until the death of the senator he was one of his closest friends and his partner in numerous enterprises.

In 1895, Mr. McLean went to Buffalo and started in the lumber business there with his brother, Hugh McLean. The lumber business that was formed grew to cover several states and controlled in all twelve lumber mills. It is still operating on a big scale and Angus McLean is still largely interested, both financially and in the management. But Mr. McLean's most important activity since 1909 has been running the Bathurst Company. The Edwards had a saw mill at Bathurst and stretches of timberland nearby and McLean joined forces with them to convert properties into a pulp mill and then into a paper mill. It took many years to reach the paper mill stage but when the first fifty ton machine went in in 1923 it was the first newsprint paper machine in the maritime provinces. It has only a small capacity as paper machines go these days—about 65 tons a day when going full blast—but it makes twice as much newsprint as the maritime provinces can absorb and it is the only paper machine operating to-day in the Atlantic coast provinces.

Travels a Great Deal

Mr. McLean is president of the Wood Mosaic Company, said to be the largest enterprise of its kind in the world and with a plant at Louisville. Thus he is interested in a paper mill in New Brunswick, a lumber distributing organization in Buffalo and a wood working plant in Kentucky. He keeps in fairly intimate contact with all of them. This means that he is continuously travelling. He lands up in Bathurst for a few days, goes over the mail and the mill, gives orders and then goes to the next city, where he does the same thing and carries on at the third mill.

One would think that such a business life would develop an executive of the fiction story type, who does nothing but formulate policies and gives orders to assistants, who carry out all the details. It has not done that yet for Angus McLean. He probably does a larger amount of the detail work of his businesses than any other large executive of similar calibre whom I have ever met. When I was in Bathurst last spring, I spent a morning in Mr. McLean's office after he had been out of town for three or four days. Every letter that had come into that office in the several days he was away was waiting on his desk when he came back and he opened every communication himself, including circular letters, railway way bills, and the sundry communications most business men throw away as soon as they glance at the envelope. They tell you in Bathurst that there is only one boss at the Bathurst Company. That's Mr. McLean.

He's a Free Trader

We said something at the beginning of this brief sketch about Mr. McLean's courageous thinking and speaking. People who differ most directly with him on questions of opinion do not like the way he speaks his mind. He does not believe in the pulpwood embargo. All sorts of reasons have been advanced to explain why Angus McLean. who at first glance would seem to be in a position to benefit by the embargo, has come out openly against it. Undoubtedly the chief reason is that he honestly does not believe in it and therefore says so. He is a free trader and here again he is in opposition to the majority opinion in Canada but he does not hesitate to make an argument for free trade when he wants to. He was head of the C.M.A. in the East at one time and still remained a free trader. Incidentally being opposed to tariffs and artificial restrictions on trade he could hardly have supported a pulpwood embargo and been consistent.

McLean's company at Bathurst is still young and there are expansive programmes laid out for it along the line of more power development and additional paper manufacture. It may acquire other plants in the neighborhood. Until it has rounded out its production, its real earning power will not be known. Angus McLean has plenty of work cut out to keep him busy for a good many years yet. He is 65 but he is not thinking of retiring. He is too young a man for that. Evidently we are going to hear a lot more about him and from him yet. And it will be worth listening to.

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Is This the New Platform of the Progressives?

J. J. THURSTON, M.P., at Castleton, Ont.

"I do not think that the Progressives can appeal on the old platform of free trade in five years. That is too premature. We have a tariff system that it has taken years to build and we cannot pull it down in that time. I believe in making a tariff for revenue instead of a protective tariff.

"Don't pick a wealthy candidate; pick one that has had to dig for all he has got. He knows the value of money. Get your man, pay him well and watch him."

Forty Years Ago, Spike Completing C.P.R. Driven

Historic Spot Called "Craigellachie," Gaelic Word for "Stand Fast"—Rails Linked East and West

IN A few weeks there will be celebrated the fortieth anniversary of an event that was of more practical importance in the history of Canada than most of the treaties, wars and acts of parliament, that fill the pages of the school history books. This was the driving of the last spike of the Canadian Pacific Railway, the linking with steel of the east and west of Canada.

Railway stations are usually located and designed with a view to rendering service to some particular community or communities, and it is hardly reasonable to suppose that a railway company which is cut to derive revenue from transportation services rendered would make a station for any other than economic reasons. Yet there is, in the mountains midway between Revelstoke and Sicamous, B. C., at least one station which came into being for reasons more sentimental than practical. That station is Craigellachie.

Why Named Craigellachie

The story takes one back to 1885, when the government allowed the directors of the Canadian Pacific Railway to issue $35,000,000 stock, of which it was to guarantee $20,000,000. the rest to be issued by the directors of the railway which had not yet been completed. The millions must be raised or the project would perish, and with it the millions already invested. George Stephen (later Lord Mount Stephen) went to London, not very hopefully, to sell this bond issue. Hours only separated the road from bankruptcy when he sent his famous cable, "Craigellachie," meaning, when translated from the Gaelic, "Stand Fast." Thereupon, those railway pioneers, Angus and Van Horne, who were in the board room in Montreal when the cable arrived, agreed that wherever the steel from the east met the steel from the west there should be a station, and that station should be named "Craigellachie."

Forty years ago, on the seventh day of November, 1885, the shrill whistle of a locomotive in a then unnamed clearing of the woods broke the silence that had hardly been disturbed since the creation of the world. In the story of nations there are episodes which shine, resplendent, as planets in the heavens. This historic occasion was one of them.

Driving That Famous Spike

From a railroad passenger car stepped a group of men who had come to perform the ceremony of driving the last spike in the Canadian Pacific Railway, thereby uniting the rails which for five years had been drawing closer and closer from the opposite sides of the continent. Much more than the successful culmination of an engineering project was, however, implied in this simple act. The Confederation of Canada had become a living reality; and the vision of statesmen had become a concrete fact in the achievement of a new world's highway. Craigellachie, the spot was named.

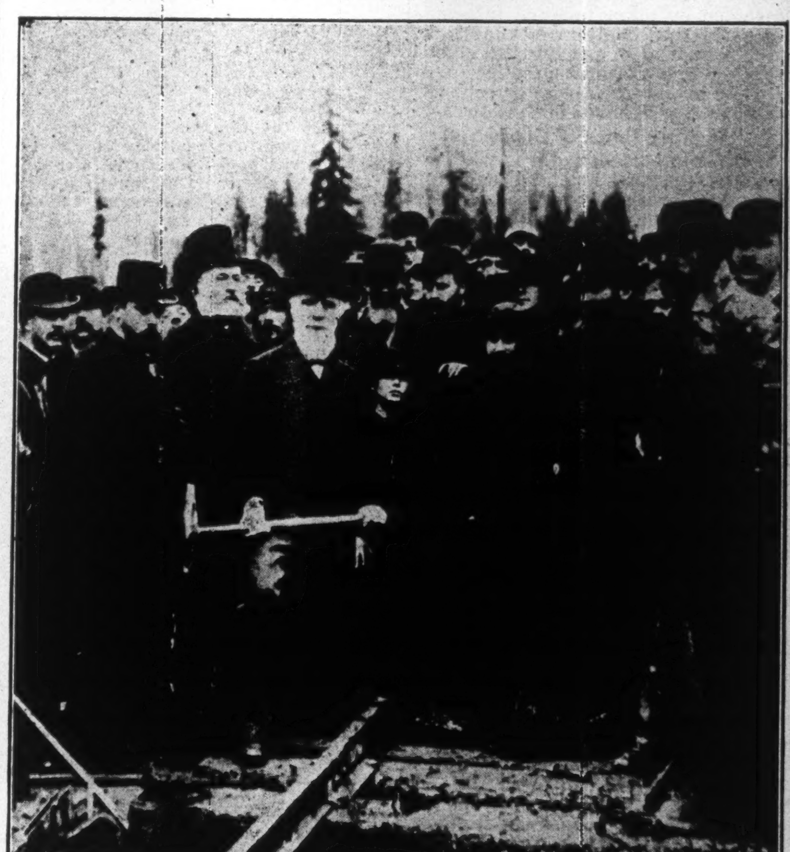
Among the men who arrived on that historic day were three who can be specially regarded as representatives of the human force and power that had made the completion of this mighty undertaking possible—Donald Alexander Smith, William Van Horne and Sandford Fleming. To Donald Smith was given the task of honor; and right well did the future Lord Strathcona wield the hammer which drove the spike home. Sandford Fleming describes the historic scene:

> "It was no ordinary occasion; the scene was in every respect noteworthy, from the groups which composed it and the circumstances which had brought together so many human beings in this spot in the heart of the mountains, until recently an untracked solitude. All present were more or less affected by a formality which was the crowning effort of years of labor, intermingled with doubts and fears, and of oft renewed energy to overcome what at times appeared unsurmountable obstacles. Moreover, was it not the triumphal termination of numerous failures—the successful solution of the frequently repeated attempts of the British people, ever since America had been discovered, to find a new route to Asia? The blows on the spike were repeated until it was driven home. A cheer spontaneously broke forth—no ordinary cheer. The subdued enthusiasm, the pent-up feelings of men familiar with hard work now found vent."

There was no banquet, however, no speechmaking, no ostentatious display. When called upon for a few remarks, Mr. William Van Horne, who had been in charge of construction, simply said: "All I have got to say is that the work has been well done in every way." It was simply the matter-of-fact completion of a business undertaking. The only persons present besides the railway officials were two train-loads of excursionists, some members of the North-West Mounted Police, and the men who had been engaged in laying the permanent way.

Before nightfall the telegraph—for the wire had kept pace with the rail—brought a fitting message of congratulation from Lord Lansdowne, the governor general, and a message from Queen Victoria:

> "Her Majesty has watched the progress of the railway with much interest and hopes for the future success of a work of such value and importance to the Empire."



Donald A. Smith (Lord Strathcona) driving the final spike that made the C.P.R. the first transcontinental railroad. Beside him stand Sir William Van Horne and behind these two men is Sir Sandford Fleming.

Personal

HON. F. B. McCURDY has been elected president of the Trinidad Consolidated Telephones Limited, succeeding Sir Frederick Fraser, deceased.

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Investment Securities

Current Opinion

TAXATION'S EVIL EFFECTS

Ottawa Journal.—Effect inexorably follows cause. In the New York Times of recent date two suggestive news items appeared side by side. One announced that taxes levied on railways had now reached the unprecedented amount of $1,000,000 per day. This represented an increase of $20,000 per day over the preceding year. The other item announced that western roads were seeking a 20 per cent. advance in the rates on live stock.

There we see the vicious circle in motion. The railways have no occult means of meeting fresh obligations laid on them by bodies having the power to tax, and are therefore compelled to fall back on the rates structure for larger revenue. The common people, the consumers of the things taxed, ultimately foot the bill; and they can only do it at the expense of their savings. Every dollar thus extracted from popular earnings is a dollar less available for productive purposes.

Every day the proofs multiply of the inurious effects of excessive taxation.

AMERICAN CAPITAL

Nelson News. — What the Americans are going to do to us if we put up a tariff against their goods somewhat commensurate to their own, or if we refuse them the raw materials that we may have a natural corner on, such as water powers, or, in the case of Ontario and Quebec, saw logs and pulp timber, worries a lot of Canadians needlessly.

Let us go after industries by utilizing the same methods that the United States has utilized, making the conditions such that American industries that must have our raw materials, or that feel they must have a share of the Canadian market, will utilize those raw materials on this side of the line, or will establish their factories in the middle of the Canadian market that they seek.

There is no unfriendliness to the United States in this; it is the merest horse sense.

Then when American capital does come across the line and meet our conditions—and the same applies to British capital, or any other—there is just one square and one wise policy to pursue, and that is to "treat it white."

QUICK THOUGHT AND ACTION

Kitchener Record: A reversal of the usual order is seen in the death of a bank robber at St. Davids. Through lucky chance and a woman's bravery the bandit fraternity was cheated of another victim and one of their band put out of commission for all time.

It is not a pleasant task for any man or woman to be placed in such a position that he or she must take the life of a fellow creature. But the wife of the bank manager at St. Davids was obliged to see her husband either killed or seriously wounded and she courageously decided that neither would happen if she could prevent it.

Too often in such cases the casualties happen on the wrong side. By robbers who think little of adding murder to their list of crimes men are ruthlessly shot down when in the discharge of their duty. In many such cases death results from the unwillingness of a decent citizen to take a human life. The thief has no such compunctions and "does it first."

The wife of the St. Davids bank manager thought quickly and acted accordingly. Her presence of mind and real bravery are hailed with admiration by a public which has for long been terrorized by acts of brigandage accompanied by murder. Her action may not deter men steeped in crime from carrying out their plans of robbery and violence, but it may make the novice think twice before taking the short route to wealth—or the gallows.

CAPITAL

Sydney Record—Snatches of interesting conversation are sometimes heard in the passenger car amid the rumblings of the train. On a Nova Scotia train the other day several men discussed the situation in the coal fields. "We"—he meant the people of the province—"own the coal," said one of them. "We ought to do with it now as we please." "What about the people who have capital invested in the industry?" asked another in the group. A moment's pause. Then, "That's none of our concern. The coal's ours. Anyway, the capitalists can afford to lose what they put in." The remainder of the conversation does not matter; suffice it to say that the opinion expressed by the advocate of confiscation was disputed by others about him. But a few hours before this conversation took place, a gentleman who overheard it had been asked for advice by a woman whose small income was largely dependent upon returns from securities of the Nova Scotia mining industry. The securities are far below par to-day. The woman was uneasy lest the interest on the debentures should not be continued. People of her position make up a good many of the "capitalists" whose money is invested in the coal mining industry. They cannot afford to lose what small means they have. It is not the wealthy people who would be ruined were the Nova Scotia coal mining industry to be ruined or investments confiscated, as some of the extremists and the unthinking suggest. The wealthy people have many eggs in more than one basket. The people who would be ruined would be the small investors.

ALBERTA PEOPLE SAVE

EDMONTON. — More provincial savings certificates were sold in the first six months of this year than in any full year previously, even including the big record year of 1920. Since the beginning of the current year up to the end of June the total sales amounted to $1,401,600. There is now close to $7,000,000 outstanding in savings certificates.

Information For Investors

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We welcome enquiries from investors and give careful attention to correspondence enquiries.

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Your Investments

Questions of general interest submitted by subscribers of The Financial Post will be answered in this column, in which case only initials will be used. Other inquiries will be answered by mail. A three-cent stamp should be enclosed to cover a direct reply.

United Bond

Eastern Subscriber. — Give me an opinion of United Bond Corporation 7 per cent. first mortgage bands.

The first mortgage bonds of the United Bond Company of Windsor appear to be well safeguarded and offer a substantial yield. Likely any market for these would have to be found through the company itself and this could probably be arranged.

Montreal Debenture

R. W. A.—I am considering Montreal Debenture Corporation 6 per cent. bonds. Would be glad of your opinion as to safety and marketability.

We would consider the bonds of the Montreal Debenture Corporation as a good investment, offering a fair yield. Since the corporation is backed by good investment interests, the feature of marketability of the issues should be satisfactorily taken care of.

Prest-Air Corporation

Banker, Quebec.—We wish to inquire as to the value of the common stock shares of the Prest-Air Corporation, incorporated under the laws of the state of Delaware.

We have been unable to get any quotations whatever on the common stock of Prest-Air Corporation. The Canadian Company knows nothing about the parent company, as they have simply bought rights from them and don't know anything about their stock. New York stock exchange houses have no financial information on file and none of the standard reference books refers to the organization.

If we are able to get any further information we shall forward it to you.

Manufacturers' Finance

St. Charles.—We will greatly appreciate having you supply us with a report and your opinion of the Manufacturers Finance Corporation Company of your city.

Manufacturers' Finance Company is being well managed and the prospects for the company are satisfactory. The business of buying instalment paper has developed to sizeable proportions in Canada, and while the future is not entirely certain, it would seem that the business has reached a basis such as would enable a company like the Manufacturers' Finance Company to operate profitably and successfully.

Profits in 1924 for the company were sufficient to pay the dividend, to set up the small contingency reserve and leave a substantial balance. The chief weakness in such an investment is the fact that the shares are not always readily marketable, but this will, of course, not be a serious factor with the person ready to leave his capital tied up.

Sterling Trust

Nova Scotia Investor.—Give me your opinion of Sterling Trusts Corporation 5½ per cent. guaranteed first mortgage certificates. Would I be able to sell easily in case I wished to realize on them?

The Sterling Trust Corp. has made considerable progress of late, and we would consider their guaranteed first mortgage certificates well secured. Ontario trust company acts are very firm in the protection they afford the trust company certificates. These certificates are not readily saleable nor are they readily saleable in the case of any trust companies. The certificates are issued for a certain time and all the companies are required to do is to repay the investment at the end of the term.

However, the companies have been very generous in repurchasing securities from investors when they require the money that has been invested. Usually the repurchase is made on a basis that allows a company a higher return than the yield to the investor. This is necessary, as the company in repurchasing these debentures must consider the repurchase as an investment of its own funds.

Bolivian Power

E. G. G., St. John's, Newfoundland.—I would like your opinion on Bolivian Power 8 per cent. First Mortgage bonds, Series "A," as an investment.

This issue of $1,600,000 8 per cent first mortgage bonds on the public utility services of the city of La Paz in the republic of Bolivia were sold recently at par with a bonus of 20 per cent. common and yield approximately 8 per cent. The property acquired includes a modern hydro electric plant situated on the outskirts of the city with a complete system for the distribution of electric light and power including main, generating and sub-station equipment and aerial and underground cables. A tramway system with nine and three-quarter miles of single track and seventeen electric cars and ten trailers; telephone system with aerial and underground cables and office buildings. Car barns and repair shops fully equipped. The property throughout is modern and is in good order. A statement of the earnings shows steady growth over a period of years in all departments of the business.

La Paz is the financial and commercial centre of the Republic of Bolivia and the terminus for three railways from the Pacific Coast. The gradual growth of the city has been dependent upon exceptional mineral resources and the outlook for future growth is very good. Bolivia has a reasonably stable government and a population of two and a quarter million. The undertaking is one which promises a reasonable development and profit.

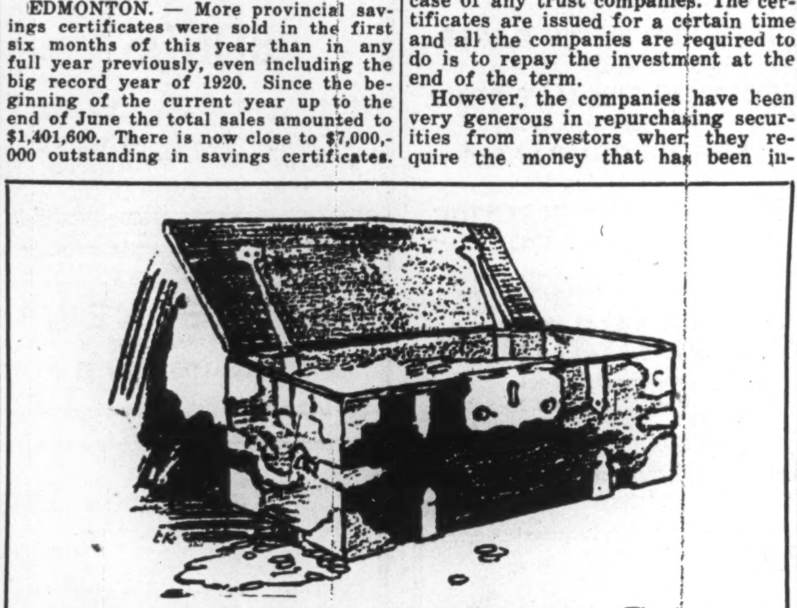
Trustee Investments

R. H. M., Ontario.—As a subscriber to your journal would you please advise me what classes of securities are legal investments for trust funds for trustees in the province of Ontario? Would municipal bonds of the maritime provinces and bonds of the Government of Newfoundland be legal investments for trust funds here?

The securities that are legal investments for trust funds in the province of Ontario may be briefly classified as follows:

1. Securities of the Dominion government or the provinces and of the United Kingdom, or securities guaranteed by the Dominion government or the provinces.
2. Canadian municipal securities, including school securities and securities of organizations where the interest and principal is payable out of taxes and in addition securities that have been guaranteed by municipalities in the province of Ontario.
3. First mortgages in land held in fee simple in Ontario, Manitoba, Saskatchewan, Alberta and British Columbia.
4. The guaranteed investments of trust companies, incorporated under Ontario laws.
5. The debentures of Ontario loan companies with a paid-up capital of $400,000, a reserve equivalent to at least 25 per cent. of the paid-up capital, the stock of which is selling at not less than 7 per cent. premiums.

Thus you will see that municipaal bonds of the Maritime Provinces are trustee investments in Ontario, but that bonds of the government of Newfoundland are not in that class.



Capt. Kidd's Greatest Crime

CAPT. KIDD and his bold pirates robbed many a well-laden galleon and filled their chests to over-flowing with diamonds and rubies and gold and silver. And then, as the story goes, they buried the treasure in some deserted spot where to-day it lies awaiting the lucky fingers of some roving digger. That was Capt. Kidd's worst work of piracy. He robbed the world of the creative work that money might have done had it been put to labor in the vineyards of commerce.

Some day, let us suppose for the purposes of romanticism and example, Capt. Kidd's iron chests of gold will be found, buried 'neath sand and encrusted with rust and dirt. The man who stumbles on the chests will take from them exactly what the tough old pirate put there.

On the other hand, the Astors of to-day have a million times the value the first Astor put in his first piece of New York real estate. The wealthy families of Toronto and Montreal spend in a night an amount equivalent to the foundation of their fortunes.

There is a glamor in gold but there is magic in investment and sound speculation. When you put your money to work it brings you big returns but it does more—it brings wealth to the community.

You have to keep your money properly invested all the time if you are to be fair to yourself, to those who will come after you and to the community at large.

"Die Wacht Am Ottawa"

But Who Keeps Watch on the Watchman's Country While the Watchman's Busy Keeping Watch?

By the Eastern Editor of the Financial Post.

THREE weeks ago The Financial Post published a warning that the E. A. Robert group and others interested in the Carillon power project were still endeavoring to sway public opinion in favor of their scheme, despite the fact that the federal government declined to allow the export of power under long-term license.

Replying to this warning, the Watchman, published at Lachute, P. Q., and the organ of those interests which desire to see the project become an accomplished fact, comes out with a hectic and ill-expressed diatribe against the Quebec "power monopoly," and what it calls the monopoly press—the latter obviously refers to The Financial Post's article which, incidentally, reflects, in this instance, the views of the head of the largest publicly-owned utility in the world, the Ontario Hydro-Electric Commission, as well as the views of Sir Herbert Holt.

* * *

NOT only does the Lachute Watchman publish the propaganda in its own columns, but space is bought in one of the daily papers of this city to broadcast the immense good that the E. A. Robert interests will do the Ottawa Valley and the country at large by the completion of their project. If the Watchman really believes that the Robert group are out to benefit anyone, perhaps it might be interested in learning what the bondholders in the ill-begotten and ill-fated Canadian Light and Power Company think of the abilities of these power financiers.

The outpouring of wrath on the part of the Watchman contains untruths and misstatements. For instance, the article says:

"The Monopoly Press in the opposition to Carillon appears to forget that the United States supplies Canada with approximately twenty million tons of anthracite coal each year. This keeps our people, speaking generally, warm in the winter time. The fact should not be forgotten, and it should be appreciated."

* * *

THE Financial Post learns that at most, our imports of anthracite from the United States total some 4,500,000 tons, yet the Watchman in its exuberance does not hesitate to quote 20,000,000 tons. The whole article is a temptation to paraphrase one of the current popular songs: "Who'll take care of the Watchman's country while the Watchman's busy keeping watch?"

The article refers to the 400,000 h.p., which Carillon will produce, but engineering opinion is agreed that the Carillon site cannot produce more than 200,000 h.p. The article says also:

"There is a hydro-electric monopoly in the province of Quebec especially, and which holds this country in an iron grip, exacting an unreasonable profit upon the production of electric current, making the lighting for the inhabitants of this provice cost, roughly speaking, twice what it should."

This despite the fact that power prices in the province of Quebec are down to bedrock.

* * *

THE Watchman says that the development would yield the government a revenue approaching $1,000,000, and that it would afford navigation to the city of Ottawa the equivalent of that enjoyed by Toronto. It is hard to see how, with an export tax of only $1.95 per horsepower, a development which would export 300,000 h.p. and retain for use in Canada 100,000 h.p., can produce this revenue—this is admitting the figure of a 400,000 h.p. development, which is undoubtedly impossible, for there is neither the head nor the water. As to the statement that it would open the Ottawa River for larger navigation, this is, of course, ridiculous, for the channel and other locks on the river would have to be deepened, too.

All these misstatements and this advertising, paid for, by whom, nobody knows, go to substantiate the warning recently given in The Financial Post that the Robert group and American financiers back of them have not yet given up the hope of completing the scheme which is to rob the country of one of its natural resources.

In comparing our power to coal imports and other commodities, the editor of the Watchman fails to realize, apparently, that power is not a commodity, but an instrument, which, if exported, yields practically nothing to the country. In fact, the wages, which would be paid to the employees of the projected plant, would be less than negligible as far as compensation for the loss of this valuable instrument goes.

HAVING been associated with the original issue of the following securities, we are at all times prepared to quote markets in them.

Bonds

Montreal Tramways Gen. & Ref. 5's	1955
C.P.R. 4½'s	1944
Bell Telephone 1st 5's	1955
Quebec Power 6's	1953
Jamaica P. S. 6½'s	1943
Brompton P. & P. 6's	1939
Brompton P. & P. 8's	1941
Howard Smith 7's	1941
Drummond Inv. 6½'s	1938

Preferred Stocks

United Securities	6%
Ottawa L. H. & Power	6½%
Brantford Cordage	8%
Continental Baking	8%
Jamaica Pub. Service	7%

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OTTAWA 46 Elgin Street

B.C. Electric Company Completes Big Project

From Our Own Correspondent.

MONTREAL.—This month, water is to be admitted to the fifth unit of the British Columbia Electric Company plant at Stave Falls, which means that the enlargement of the plant is, to all intents and purposes, completed. Work has been in progress here for the last three years, and an expenditure of $2,500,000 has been made. The plant now produces 75,000 horsepower and has a load factor of 85 per cent. A high load factor, such as this, should mean much in the way of earnings.

The demand for energy in British Columbia is increasing at about 10 per cent. a year, and the company is losing no time in preparing for any reasonable increase in the demand which may take place within the next few years. It is investing an additional $2,300,000 at Allouette, where in the autumn of 1926 a further 12,500 horsepower will be added to the present capacity of the company's plant.

Market a State of Mind; Who Can Predict Trend?

Flood of Literature at This Season Advising Buying or Selling —Is Nothing but Guess Work Designed to Earn Commissions

The present season of the year is generally referred to by stock market followers as the "Dog-days." As usual it is responsible for the flooding of the country with "come-on sheets" from a certain class of brokers. Business is slack with them and so they are out rustling enough business to pay overhead expense to tide them over. The method of attack varies. If they happen to know that a person has substantial stock holding, that person is advised that the market is going to break. "Get out quick and through us" is the advice. Perhaps the next door neighbor to the stock holder is advised that the market is low, that it will soon soar. "Buy till it hurts, now and through us" is the tenor of this particular literature.

The Financial Post's enquiry department brings to light innumerable of these letters. Most of them come from the United States. The Post is asked to pass upon these market predictions. Perhaps the most effective answer that could be given to all is the following account of an alleged market argument which appeared recently in the Wall Street Journal:

Bear—"What is wrong with the market? Stocks that should go up, won't go up."

Bull—"Neither will they go down."

Bear—"No one is buying."

Bull—"No one is selling."

Bear—"Looks as though things were shaping themselves for a fall."

Bull—"Looks as though things were shaping themselves for an advance."

Trader—"You fellows argue and don't get anywhere. You haven't been down here long enough. You should know by this time that the market is more or less a state of mind. We have been having a hot spell and when people are hot they either don't care to do anything or they reduce their commitments. Many of the largest traders, that is if they have been on the right side of the market, leave Wall Street for Europe or summer resorts. That also reduces the volume of trading. Transactions may hover around the 1,000,000 daily mark in July and the greater part of August, but you are likely to see something doing in the last four months of the year."

Bull and Bear together—"If you know so much, are we to have a bull or a bear market this fall?"

"Trader—"If I could answer that question truthfully, I would have more money than Rockefeller. If the public is in a cheerful state of mind, stocks will go up. If in a depressed state of mind, stocks will go down. The state of public's mind by Sept. will depend on the outlook for business at that time. People in a cheerful frame of mind don't sell stocks. Neither do people in a gloomy state of mind buy them. The only thing wrong with my argument is that I may be wrong myself. The longer I am down here, the more often I am wrong when I try to forecast the course of the market."

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BOND MOVEMENTS OF THE MONTH

	Due	%	Month Comparison High	Low	Latest Quotation Bid	Ask
Abitibi	1940	6	102	101¼	161¼	..
Alabama	1962	5	..	..	98½	99
Algoma Steel	1962	5	29⅝	29⅝	31¼	32
Asbestos	1942	5	93	93	85	..
Belding Cort.	1943	6	..	..	85	..
Belgo Can. Paper	1943	6	101¼	100⅜	101⅜	..
Brand.-Henderson	1939	5	..	..	90	..
Burns, P. & Co.	1943	6½	..	..	100⅜	102⅝
Calgary Brewing	1942	5	..	..	88½	..
Can. Car	1939	6	101	101	102	..
Can. Cement	1929	6	103	102½	102½	..
Can. Converters	1926	6	100	99½	99½	..
Can. Cons. Rubber	1946	6	100	100⅛	100⅜	100¼
Car. Factories	1940	6	102¾	102	102	..
Can. S. S. Lines	1942	7	100½	99¾	99¾	100½
Can. L. & Power	1949	5	..	..	..	41
Can. Pac. Rly.	1934	5	99⅝	99⅝	99	99½
Can. Steel Foundries	1936	6	..	..	100	..
Cedar Rapids	1953	5	100	99	99	100½
Dom. Iron	1929	5	87¼	87¼	..	90
Dom. Power	1932	5	97	97	96	87
Dom. Textile	1949	6	106¼	..	106	..
East Kootenay Power	1942	7	..	..	101	102
Frontenac Brew.	1951	6	..	..	..	..
Lake Sup. Paper	1941	6	..	..	105	..
Laurentide Power	1946	5	101¼	101¼	101¼	..
Laurentian Power	1936	6	..	..	99¼	100⅝
Lyall	1932	6	92¾	92¾	92⅝	..
Mattagami	1949	7	..	..	30	..
Maple Leaf Milling	1943	6½	..	..	103¼	103¾
Man. Power	1941	7	103	..	103¼	103¾
Mont. Power	1932	4½	97¼	97¼	96½	..
Mont. Tram.	1941	5	98	97⅜	96½	97¼
Mont. Steel Works	1940	6	..	..	100	..
Northern Ont. Power	1931	6½	..	..	97¾	98½
Ogilvie	1932	6	105	..	..	105
Ont. Pulp	1931	6	..	..	106	..
Penmans	1926	5	99	99	90	..
Price Bros.	1943	6	100¼	100¼	100	100¼
Prov. of Ont.	1948	5	..	..	100⅝	101⅝
Que. Power	1953	6	103	102½	102¼	103
Que. Rly.	1939	5	94½	..	..	95
Riordon	1929	6	102½	..	..	100⅝
Rio de Jan.	1935	5	89¾	..	..	91½
Sau Paulo	1929	5	94¾	93	93	..
So. Can. Power	1948	6	..	..	103½	..
Wayagamack	1951	6	87	87½	87½	90
Win. Elec.	1935	5	95½	93¼	93¼	..

BOND MOVEMENTS OF THE WEEK

WEEK ENDING AUGUST 11

BONDS	Int. Rate	Due Year	Yield	Range 1924 High	Low	Range 1925 High	Low	Ask	Latest Price Bid	High	Low
Can. Cottons	5	1940	5.59	99	88	94	93	94	92¾	94	—
Can. Cons. Rubber	6	1946	5.91	102⅜	98¾	101	95	—	100⅝	101	—
Can. S.S. Lines	5	1943	6.96	80	72	81	77	—	—	80	—
Cedar Rapids	5	1953	5.13	99¾	95	101	97	100¼	99	98	—
Dom. Iron	5	1929	9.26	89½	86	89½	86	90	86½	86½	—
Mont. Tram.	5	1941	5.23	95½	91	98¼	93	97	—	97¼	—
Que. Rly.	5	1939	5.62	91	80	98	89¾	95	—	94¼	—
Riordon	6	1929	6.00	91½	73	102½	93½	—	—	100	—
Sher.-Williams	6	1941	5.71	103	101	103½	101¼	—	103	103⅜	103
Steel Co. of Canada	6	1940	5.55	103½	103	105⅝	104	—	—	104⅜	—
W'gamack	6	1951	6.82	86	74	98¼	84¼	89¼	—	90	89½
War Loan	5	1925	5.00	100.95	100.15	101.15	99.80	100.25	100.15	100.00	99.80
Do.	5	1931	4.61	102.45	100.60	102.65	101.00	102.20	102.10	102.00	101.80
Do.	5	1937	4.56	103.85	102.60	104.95	103.80	104.60	104.50	104.35	104.25
Victory Loan	5½	1927	4.31	103.05	102.05	103.15	102.05	102.40	102.30	102.32	102.20
Do.	5½	1933	4.66	109.70	100.30	107.00	105.50	105.85	105.75	105.85	105.50
Do.	5½	1934	5.01	104.70	102.85	104.75	103.20	103.90	103.80	103.95	103.50
Do.	5½	1937	4.57	108.90	106.15	110.00	108.45	108.90	108.80	108.90	108.50
Do. Renewal	5½	1927	4.57	102.70	101.10	102.95	101.20	101.65	101.50	101.80	101.20
Do. "	5½	1932	4.98	103.90	102.10	104.20	102.85	103.25	103.15	103.15	102.85
Do. Refund.	5	1928	4.81	100.85	99.40	101.45	100.15	100.55	100.40	100.55	100.15
Do. "	5	1943	4.83	102.85	99.00	102.90	101.15	102.15	102.05	102.85	101.75
Do. "	4½	1944	4.74	97.15	97.00	97.35	95.05	96.25	96.85	97.25	97.05

UNLISTED BONDS

(Montreal Stock Exchange)

	Bid	Asked
Abitibi 6% 1940	101¼	102
Alabama 5% 1962		..
Algoma Steel 5% 1962	31¼	32½
Belding 5% 1936	85	..
Belgo Can. Paper 6% 1943	101⅜	..
Brand.-Henderson 5% 1939	90	..
Burns, P. & Co. 6½% 1943	100⅜	102⅝
Can. National Rly. 5% 1954	100⅝	101⅜
Calgary Brewing 5% 1942	83½	..
Can. Steamship Lines 7% 1942	99¾	100⅛
Can. Light & Power 5% 1949	37½	38
Can. Pacific Rly. 5% 1934	99⅝	100
Can. Steel Foundries 6% 1936	100	..
Dom. Iron 5% 1939	46	64
Dom. Power 5% 1932	96	97
Dom. Textile 6% 1949	106	..
East Koot. Power 7% 1942	101	102
Frontenac Brewing 6% 1951	..	..
H. Smith Paper 6% 1934	..	..
Lake Sup. Paper 6% 1941	105	..
Laurentide Power 5% 1946	101¼	..
Laurentian Power 6% 1936	99½	..
Maple Leaf Milling 6½% 1943	104	..
Man. Power 7% 1941	103	103½
Mattagami 7% 1949	..	..
Montreal Steel Works 6% 1940	100	..
Prov. of Ontario 5% 1948	100	..
Nor. Ont. Power 6½% 1931	97¾	98½
Ontario Pulp 6% 1931	106	..
Price Bros. 6% 1943	99½	100¼
Quebec Power 6% 1953	102¼	103
South Canada Power 6% 1948	103½	104

NICKEL IN QUEBEC

Reports from Quebec are to the effect that nickel ores have been discovered in Senneterre Township.

When your Bonds Mature

—the question of re-investment should be carefully considered. We invite you to consult us as to the best disposition of your surplus funds to secure a good yield, properly safeguarded. Our experience is at your service.

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News of the Investment Market

EXPECT HOLDERS OF TRAMS WILL GET GOOD OFFER

May be Given Opportunity to Buy Stock Under Market

Further financing for Montreal Tramways is forecast by market movements this week. Quite likely it will take the form of offering shareholders the opportunity of buying new stock at par or at some other figure well below the present market.

For some time the company has been working on plans that will practically revolutionize the street car service in Montreal. Only a hint was given in the statement in the last annual report that "The company and the Montreal Tramways Commission are giving consideration to the urgent need for the proper development of transportation facilities, power supply and distribution to meet the requirements of the rapidly growing population. A general survey of conditions is being made with the object of determining the proper location of additional trackage in the down-town sections, and the best methods of providing more ample facilities."

It is learned that the plans under consideration are far-reaching in scope and provide for the expenditure of large sums on new transfer stations, tunnelling, "arcading," etc., that will have the effect of revolutionizing the entire tramway service of down-town Montreal.

Tramways has been simplifying its financial structure, but even so has a larger proportion of serial issues than most companies. Common stock outstanding only totals $4,000,000, a small percentage of the total liabilities, funded and to shareholders of around $45,000,000. It has been expected that further stock—of which $16,000,000 more can be issued, would be sold and that shareholders would be offered attractive subscription terms.

Dairy Shares Largely Sold to Milk Shippers

The fact that nearly all of the $100,000 issue of preference shares of Caulfields Dairy Ltd., was sold to shippers of milk to the firm, lends interest to the issue, as an experiment in co-operative ownership. It was felt by the firm that the shippers should have first chance to buy the bonds, and this has been carried out to a large extent.

The new issue of cumulative preferred stock is practically all for purposes of expansion. In order to take care of the customers of the company living in the north part of the city, a branch was established on North Yonge St. and it has been found that this plant will have to be extended and new equipment added. The proposal is to erect a modern bottling plant with an initial capacity of 8,000 quarts per day with provision for extension as the business grows. The earnings of the company have shown a very favorable increase in the past and are more than sufficient to meet the dividend requirements of the present issue.

There is still some likelihood of a large dairy merger including the new company. There can be no doubt that the present distributive system involves considerable waste and is one of the factors in the price of milk. Route duplication would be almost entirely overcome under the merger plan, and this would effect the costs of operation materially. It is understood that such a merger would not involve any new financing.

The present issue is being sold at par with a 20 per cent. bonus of common stock by Cordingley, Pike & Co., of Toronto.

Bonds on South American Power and Light Project

Among the industrial bond issues being sold at the present time is a $1,600,000 flotation of bonds of the Bolivian Power Co., Ltd. The yield is 8 per cent. and the bonds are a first mortgage on the assets of the company and mature in twenty years. The issue is being sold at par with a bonus of 20 per cent. common by the Royal Securities Corporation.

This company is incorporated under a Nova Scotia charter. It was originally organized to take over the assets of the Bolivian General Enterprise. Ltd., which has a franchise for the operation of light, power, street railway and telephone service. The equipment includes a modern hydro-electric plant situated on the outskirts of the city of LaPaz, capital of the Republic of Bolivia, which is the area served, a complete light and power plant and equipment, a tramway system with nine and three-quarter miles of track, a telephone system with aerial and underground cables, office buildings, etc.

LaPaz, which is the financial and commercial centre of a large and prosperous area, is the terminus of three railways tapping the Pacific Coast. The growth of the city has been furthered by the development of valuable mineral resources, and the outlook for future growth is excellent. The Republic has a reasonable stable government, and has a thrifty population of Spanish descent numbering some 2,250,000. The national debt is only a fraction of that of Canada, being about $41,000,000, or about $18 per capita against Canada's net funded debt of nearly $300 per capita. There is no burden of war debt to be paid off.

With the gradual expansion of trade in the Pacific, there is reason for the expectation of a rapid development in this area of South America.

Down-Town Realty Bonds Offered by Toronto House

Preferred stock of the Down-Town Realty Company is still being sold by Cordingly, Pike and Co., on the Commonwealth Building, which was formerly the Murray-Kay Bldg., King St., E., Toronto. The offering was recently announced of the unsold balance of 300 shares of 8 per cent. cumulative preferred stock of $100 par.

The proceeds of the issue apart from 250 shares applied in part payment of the property, it will be remembered, were used to meet the cost of alterations and additions to the premises. The estimated rentals from the building will be in the neighborhood of $145,000, while the carrying charges and operating expenses will not exceed $100,000. The balance of $45,000 will be used for depreciation and for dividends on preferred and common shares.

The shares carry with them a bonus of 25 per cent. common stock.

Cosmos Mills Position Shows An Improvement

Cosmos Imperial Mills report as of June 30 indicates an improved position. Compared with Oct. 24 last working capital advanced from $1,091,728 to $1,389,770. Surplus is higher by $181,778 to $395,877. The main balance sheet figures follow:

	June 30, 1925	Oct. 24, 1924
Assets—		
Physical property	$2,114,718	$2,112,438
Current assets—		
Inventories	797,526	749,049
Acts. and bills rec.	337,211	397,196
Cash	213,794	82,019
Investments	95,441	......
Total	$1,443,974	$1,228,265
Deferred charges	31,614	9,932
Total assets	$3,590,306	$3,350,636
Liabilities—		
Current Liabilities—		
Accounts payable	$ 14,386	$ 136,537
Bond int. accrued	8,124	......
Taxation reserve	31,493	......
Total	$ 54,204	$ 136,537
Contingent reserve	140,224	......
Capital stock	2,000,000	2,000,000
6½% bonds	1,000,000	1,000,000
Surplus	395,877	214,099
Total liabilities	$3,590,306	$3,350,636

SHERWIN-WILLIAMS

The Sherwin-Williams Co. of Canada, Montreal, are erecting a new building at a cost of $250,000. It will be a five-story reinforced concrete structure, 54 by 315 feet, running parallel with the two present buildings of the same dimensions.

The new building will give the company increased manufacturing and printing facilities and extra storage space.

For Investment
We Recommend

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The above are attractive purchases which we recommend for your consideration.

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Goodyear Tire Issue Not New Financing for Firm

A number of enquiries have been received by The Financial Post relative to the Goodyear Tire prior preferred and common shares now being sold by Dickson, Joliffe and Co., of Toronto.

The issue is not a new one, but is a further offering of the 6 per cent. prior preference and common stock of the company. It is, however, the first time that the public have been allowed to participate, and one share of common being given with each ten shares of the preferred, the latter being sold at par of $100 per share. The common is being sold alone also on a basis of $52 per share.

Net earnings of the company for the three years ending September 30, 1924, after providing for all operating charges, fixed charges, income tax, etc., but before depreciation, averaged, $1,422,212 per annum, equivalent to more than six and a half times annual dividend requirements, on the prior preference shares outstanding. The balance available for the common stock after all charges except depreciation averaged $16.87 per annum over the three-year period.

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New Issue

Kingdom of Denmark

5½% External Loan Gold Bonds

Dated Aug. 1, 1925. **Due Aug. 1, 1955.**

Principal and semi-annual interest (1st Feb. and Aug.) payable in New York at the Guaranty Trust Company of New York in United States gold coin of or equal to the present standard of weight and fineness without deduction for any tax or taxes now or hereafter imposed by the Kingdom of Denmark.

Denominations $1,000 and $500.
Not redeemable prior to Aug. 1, 1930.

Redeemable for the Sinking Fund, or at the option of the Kingdom of Denmark as a whole or in part, on August 1, 1930, or on any interest date thereafter on three months' notice at par and accrued interest.

The Kingdom of Denmark has an area of 16,609 square miles, a population of 3,377,000 and a debt per capita of $90 at parity of exchange. It is an important agricultural and industrial country. The wealth of Denmark at parity of exchange was estimated in 1924 at $5,360,000,000 or about 17 times the present national debt.

PRICE: 99½ and interest,
to yield over 5½% to maturity.

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CANADA LEADS IN LOANS FLOATED IN U.S. MARKET

Our Bonds Account for Quarter of Foreign Investments There

Canada holds a dominant position in the foreign financing of the United States. According to statistics recently compiled by the U. S. Department of Commerce, the total foreign investments of the country are now in the neighborhood of $9,500,000,000 and of this amount Canada and Newfoundland are responsible for about $2,545,000 made up as follows:

Millions of Dollars

Region	Government guaranteed obligations	Industrial securities and direct investments	Total
Canada and Newfoundland	$1,125	$1,420	$2,545
Latin America	915	3,225	4,140
Europe	1,665	450	2,115
Asia and Oceania	442	280	722
Total	$4,147	$5,375	$9,522

The figures presented show the extent to which Canada has been entering the United States market both for refunding purposes and for new capital. During the first half of 1925 the total amount of government borrowings was $104,040,000 of which $65,540,000 was new capital, and the total of industrial loans was $27,870,000 of which about $22,370,000 was new capital. Little borrowing has been done in the British market formerly on account of the exchange situation, and more recently on account of the return of the United Kingdom to the gold standard, which involved a restrictive policy with regard to foreign loans. It is understood that the Bank of England has been using its influence to keep these at a minimum until the stability of sterling is assured. Practically no loans of foreign governments have been offered in the British market so far this year, and the total amount floated by British dominions and colonies during the first half year totalled only £28,123,800. The total of all outside loans was about $160,000,000 against $244,800,000 for the first half of last year.

While there has been such a decided falling off in the share of the financing of other countries undertaken by the United Kingdom, and a gradual increase in the volume carried by the United States, it is strongly probable that the United Kingdom will shortly be in the field again in a large way not only for the financing of the dominions and colonies, but for foreign financing as well.

Canadian flotations in the United States market during the first half of 1925 were:

Industrial Securities	Total nominal capital	Refunding nominal capital	Int'st %	Term Years	Yield %	Price Dollars
Canada						
Price Bros. & Co., Ltd.	$5,000,000	....	6	18	5.90	101
A. P. & W Pulp & P., Ltd.	800,000	....	7	20	7	100
Wilder Realty Co., Montreal	570,000	....	6½	15	6.50	100
Christie Brown Co., Ltd.	1,000,000	....	7	..	7.14	98
Bell Tele. Co. of Canada	10,000,000	$5,500,000	5	30	5.13	98
Fraser Co., Ltd.	3,500,000	....	6	25	6.20	97½
Montreal Tramways	7,000,000	....	5	30	5.85	88
Total nominal	27,870,000	....	..	..	...	...
Refunding	5,500,000	....	..	..	...	...
Nominal new capital	$22,370,000	....	..	..	...	...
Government—						
C. Nat. R. (guar. by Dom.)	$18,000,000	11,000,000	4.5	5	4.52	99⅞
C. Nor. R. (guar. by Dom.)	17,000,000	....	4.5	10	4.80	97⅝
Province of Alberta	3,740,000	....	5	25	5	100
Province of Alberta	2,250,000	....	4½	20	4.80	96.17
Edmonton, Alberta	500,000	....	5.5	8-40	5.40	100½-101½
Calgary, Alberta	300,000	....	5¼	19-25	5.30	...
Province of British Col.	4,000,000	....	4.5	3	4.50	100
Province of Manitoba	3,000,000	3,000,000	4½	2	4.43	100⅛
Province of Manitoba	2,500,000	2,500,000	4½	20	4.85	95½
Province of New Brunswick	808,000	....	4¾	10	4.70	100 2-5
Province of New Brunswick	882,000	....	4¾	10	4.75	100
Province of Nova Scotia	3,500,000	3,000,000	4½	2	4.3	100⅜
Province of Ontario	20,000,000	5,000,000	3½	1-2	4 to 4.375	...
London, Ontario (notes)	560,000	....	4	..	...	...
Province of Quebec	10,000,000	10,000,000	4.5	25	4.65	97¾
Province of Quebec	4,000,000	....	4½	20	4.70	97
Province of Quebec	4,000,000	....	4½	25	4.70	97
Province of Quebec	5,000,000	....	4½	25	4.70	97⅛
Province of Saskatchewan	2,000,000	....	4½	20	4.80	96¼
City of Winnipeg	2,000,000	....	4½	25	4.80	95½
Total nominal	104,040,000	....	...	..	...	...
Refunding	38,500,000	....	...	..	...	...
Nominal new capital	$65,540,000	....	..	..	...	...

Tenders and By-laws

TENDERS CALLED

Aug. 17, Twp. of Stamford, $93,000, five per cent., 30 instalment.

Aug. 20, Granby, Que., $250,000, five per cent., 30-year serial.

August 20. City of Granby, P.Q.—$250,000 5 per cent., serial bonds. J. P. Bergeron, Sec.-Treas.

August 25, Municipality of West part of the township of Hull, P.Q.—$25,000, 5½ per cent., 20-year debentures. C. H. Church, Sec.-Treas.

August 24. Township of Talon, P.Q.—$12,000, 5½ per cent., serial bonds. D. Bolduc, Sec.-Treas.

August 20. Municipality of Ste. Rose du Dégelé, P.Q.—$16,000, 5 per cent. 16-year bonds. Alexis Michaud, Sec.-Treas.

This Week's Bond Sales

ST. JOSEPH R. C. PARISH BONDS

An issue of $25,000 bonds of the Roman Catholic Parish of St. Joseph, Winnipeg, Man., was sold this week to Credit Anglo-Francais, Ltd., of Quebec. The bonds are on a 5½ per cent. basis and are due July 1926-45 inclusive. They are secured by a first mortgage trust deed on the church and school building of the parish, with lands valued at $70,000.

SCARBORO TOWNSHIP BONDS

An issue of $115,000 five per cent. bonds of the Township of Scarborough was sold to the Canadian Bank of Commerce at a price of 99.495 which represents a yield of slightly less than 4.95 per cent. The bonds are serial with a maximum of 30 years' maturity. The bids were:

Canadian Bank of Commerce	99.495
R. C. Matthews & Co.	99.19
Wood, Gundy & Co.	99.16
Dyment, Anderson & Co.	99.125
McLeod, Young, Weir & Co.	99.05
Municipal Bankers	99.045
Fry, Mills, Spence	98.797
Bell. Gounlock	98.63
C. E. Burgess	98.13

Canada Cement Company May Share in Big Orders

MONTREAL.—Keeping step with the rest of the market in general, the Canada Cement Company made a gain of several points last week.

This may or may not have been due to the expectation that the company will share substantially in the big programme of the Aluminum Company of America on the Saguenay, and also in a number of other proposed undertakings, but, from the point of view of the shareholder, it is as well to remember that the company depends more on the general level of business and of building, rather than on a few scattered large orders. In addition, too, it might be well to remember that Frank P. Jones has stated in the past that there is little likelihood of an increase in the dividend rate until the company has looked after its outstanding bonds, which mature in 1929.

WEEKLY RECORD OF GOVERNMENT AND MUNICIPAL BOND SALES.

Place	Date	MUNICIPAL —Sold To—	Rate	Maturity	Amount	Price	Yield
Scarboro Township	Aug.	Can. Bank of Commerce	5%	Serial	$145,000	99.495	4.95

Shall Canada Merge its Railways or Sell the C.N.R. to Private Owners?

(Continued from page 1)

ada through the Dominion Board of Railway Commissioners.

SECOND

The merger of the Canadian National Railways into the Canadian Pacific Railway system, giving Canada one system without duplicating lines or duplicating organization, a system privately owned and managed, but publicly controlled through the Dominion Board of Railway Commisisoners.

The other suggestions that have been made have very apparent weaknesses that practically eliminate them from serious discussion at the very start. One of these suggestions provided for the purchase by the Dominion government of the Canadian Pacific Railway and its merging into the government-owned railways. Such a scheme has obvious obstacles that make it impossible. The Canadian government could not now assume the liability that would be created by the purchase of the C. P. R.—a billion dollar property — at anything like its real value, and anything short of that would be confiscation. The determining objection, though, to such a proposal is that Canada's railway nationalization experiment has given us a warning that we must heed. Complete nationalization of the railway lines of Canada would result in the creation of what would be tantamount to an economic and political menace without parallel in the history of Canada, a country which has had a lengthy history in state ownership experiments, and a history not without its serious lessons.

Weakness of Senate Plan

A second suggestion that is also fraught with much danger is that outlined by the senate committee, which proposed a scheme apparently simple to take representatives from different interests—the National and the C. P. R.—and to set up a joint board of administration to run the two systems as one. Such a scheme, being in the nature of a compromise, is likely to have the greatest popular appeal. But to make it successful it would be necessary to definitely fix the control. Would the C. P. R. control the joint road? If so, why not make a complete job of it and hand the National over to the C. P. R. for a fair consideration? Would the government hold the balance of control? If so, we would have what would be in effect nationalization. Nationalization by any other name smells no sweeter. Governmental control means political control and wasteful administration. Private administration is an absolute necessity if the maximum of economy is to be realized.

Consolidation With the C. P. R.

Of the two plans submitted as offering possibilities, the one favoring consolidation with the Canadian Pacific Railway system offers numerous advantages, and there can be no reasonable doubt that it would effect immense economies and greatly reduce the tax burden of the country. The fear that has been expressed that the C. P. R., having a monopoly, would immediately raise rates and gouge the public, is not at all justified. Railway rates are now controlled and can continue to be controlled by the Board of Railway Commissioners, and the people, through that board, can insure that they benefit directly in lower rates as well as lower taxation from the economies that would result.

The other plan providing for the sale of the Canadian National Railways to a private syndicate is the one that has been the least discussed and yet it may be that it is the one that offers the most effective solution of our railway problems. The attitude of the Canadian Pacific Railway to such a plan has never been revealed. Apart from Baron Shaughnessy's letter to the prime minister in 1922, nothing has emanated from the Canadian Pacific indicating its plans, and Lord Shaughnessy made it clear that he was speaking as a private individual. Despite the silence of the C. P. R. on the subject, there is very good reason to believe that the C. P. R. would rather have another privately-owned road in opposition to it than to have any of the other plans adopted. This is because the C. P. R., as the largest taxpayer in Canada and the present contributor of at least a quarter-million dollars a year towards the deficits on the Canadian National, is anxious to see that solution of the problem that is in the best interests of Canada, and that will relieve taxation by reducing government railway deficits without creating another form of menace.

Could Meet Fair Competition

The C. P. R. would not fear fair competition; it would be able to operate as efficiently as it does to-day and earn a return on its investment, in opposition to any other similarly organized company. It would be able to work with the other line for the curtailing of conflicting services, since it would be in the interest of both lines to save money and prevent foolish expenditure. It would know, too, that the competition of the other road would be business-like competition; based upon ability to make every capital or operating expenditure justify itself. The competitive line, if privately run and privately financed, would have to weigh each new innovation, each form of publicity, each new branch line extension and each new purchase of rolling stock, or other equipment, as carefully as the C. P. R. weighs its changes of policy and its expenditures to-day. It would not be able to enter into unprofitable or unbusiness-like ventures with the assurance that government backing was making its credit resources unlimited. It would not be forced to spend money from political pressure. It would be in business to make money, and that would mean efficiency, lowered costs It would go after profits by curtailing expenses, and through developing its exclusive and logical territories. It would take some business from the C. P. R., but on the other hand it would leave the C. P. R. business that is now being taken away from it at a cost that private business would consider prohibitive.

Would People Swallow Loss?

There are some obstacles in the way of this plan. One is the fact that the sale of the National lines to a private syndicate could not be arranged without definite admission by the Canadian people that a large part—probably two-thirds—of the investment they have made in railway lines and deficits is so much money that has been lost, and that is not represented by any value in our national railway system. Canada would have to go through a process of railway liquidation and take its loss. It would have to continue to carry the interest charges on a large part of its investment in rail lines that should never have been built. It might be difficult to bring the Canadian people to the point of facing this situation. They would want to get out of their railway ventures without loss and this cannot be done. If first of all the suggestion of Sir Joseph Flavelle were taken, to write the railways down to their real value and add the difference to the national debt, were adopted, then the country might be willing to admit that its railway lines are not worth what they represent in the country's liabilities.

Secondly, the problem of financing might create sentimental considerations that would require careful handling. Canada could not form a syndicate of private capital large enough to take over the line. Great Britain could not, under its present policy of maintaining the gold standard, and, moreover, it is doubtful if sufficient British capital could be interested in such a venture after the way the shareholders and debenture holders of the Grand Trunk lines have worked up public opinion in the Old Country. American capital could be had; any amount of it. There are a dozen American groups that could readily mobilize the capital to buy out the Canadian National lines. Would Canadians be willing to put their railways in the hands of American capital? The politicians could readily defeat any such proposal, although the reason why American capital should be feared is difficult to define. Already there is some $2,750,000,000 of American capital in Canada, and Americans control many of our largest industries without any loss to Canada—with only benefit.

Political considerations, sentimental considerations, selfish views of any kind must not be permitted to stand in the way of a solution of this basic problem of Canada—the railway problem that must be solved. The solution is likely to be found in one of the schemes outlined in this article. Probably, though, no real progress will be made in choosing the right one until Canada has a government with the power to find and enforce a solution.

---

*—The essential suggestions embodied in this letter are reprinted on page 15 of this issue.

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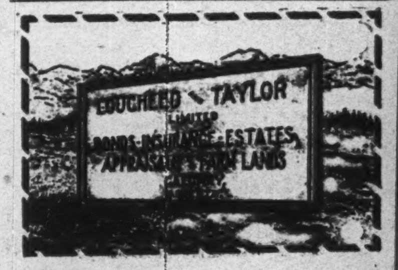

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Quebec Railway 5's ——— 1939
St. Maurice Power 6½'s 1953
Wayagamack 6½'s 1930
Wayagamack 6's ——— 1951
Montreal Tramways 5's 1941
Montreal Tramways 5's .. 1955
Montreal Public Service 5's 1942
Windsor Hotel 6½'s ——— 1943
Laurentide Power 5½'s . 1946
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WHOLE LIFE PLAN POPULAR POLICY AT THE MOMENT

Several Factors Have Combined to Push This Form

Life insurance actuaries report that there has been a decided tendency during the past few years towards the whole life plan. The endowment policy was the popular policy a few years ago, but there has been a definite swing back to the whole life policy, and the latter is now providing the bulk of business of the life insurance policies.

There are some very definite reasons for this, and when they are considered it will be seen that the tendency towards the whole life policy is not due to any aversion to the endowment policy, or to any inherent weaknesses that it may have, but rather to the development of a few broad ideas in life insurance to which the whole life policy has a particular adaptability. The development of life insurance for the payment of succession duties; for the protection of business institutions and partnership; and the growth of programme insurance, has been largely responsible for the popularity of the whole life policies.

Buying Most Insurance

Life insurance salesmen, when approaching their prospects now, go thoroughly into their needs and present a complete programme of life insurance that provides for every conceivable need of the individual. Many life insurance salesmen no longer go to a man and try to sell him some insurance. Instead, they spend many hours with him going into his private and personal affairs and considering his exact needs for life insurance. When a scheme such as this is presented to a life insurance prospect he begins to think in larger terms than ever before. He begins to see the need of adequate life insurance protection, and it is then that he sets out to buy the largest amount of insurance for the smallest amount of money. That is where the whole life policy has the advantage. There is no doubt that the development of programme insurance on this line has done a great deal to promoting the sale of whole life policies.

Some men have even demanded insurance representing a smaller initial outlay than in the case of the whole life policy, and that is why a number of companies have developed policies that provide for a very low initial insurance premium, in consideration for which the assured makes a concession of equal value, such, for instance, as agreeing that his dividend shall commence at the end of, say, twenty years, rather than the date the policy is taken.

In this case he is really collecting a guaranteed and fixed dividend in advance in the shape of reduced premiums.

Some life insurance men are fearful that the tendency to push whole life may divert attention from endowment policies to too great an extent. They are great believers in endowment policies as certain and systematic investments for those who might not otherwise save money at all. But at the moment the whole life policy is the popular one.

New Alberta Investing Head for Mutual Life

C. W. G. Browning, who for a number of years has been manager of the investment department of the Mutual Life Assurance Company of Canada for the province of Alberta, with headquarters in Edmonton, has recently been appointed to the newly created position of western superintendent of mortgage investments for his company. Mr. Browning proposes to reside in future in Saskatoon.

Charles B. Clement, who has been assistant manager at Winnipeg of the company's investment department for the province of Manitoba, has been promoted to succeed Mr. Browning at Edmonton.

All-in-One Policy Now for Householders

Taking advantage of its provincial charter and license in each province in which it operates, which enables it to issue a variety of insurance coverages under one policy, the Toronto Casualty Insurance Company has brought out a new policy for sale in Canada along the lines of English and continental householder's comprehensive policy. This is a new departure in Canadian insurance, as companies under federal charter are prohibited under the Dominion Insurance Act from combining a variety of insurance coverages under one policy.

The new policy will cover a long-felt need, especially among more important business and professional men, who desire full protection from all classes of liability and risk. It will include loss or damage to household "whether on land or sea," from fire, burglary, theft, tempest, loss of luggage, bursting of pipes, or heating effects "from any cause whatsoever," apparatus, highway robbery, hold-up and forgery, etc. This policy also protects the insured from his legal liability for injuries or death on his premises of visitors, servants, or tradesmen, and includes golfer's liability, etc. The policy is free from vexatious restrictions and conditions, but, because of its liberality, will be issued to selected risks in amounts of not less than $1,000 of insurance.

Bishop Placed Group Policy on 100 Priests

Rather a different application of the group insurance policy is reported from Pennsylvania. Rev. J. J. McCort, Catholic bishop of Altoona, has insured approximately 100 priests of his diocese for $5,000 each under a group insurance plan. The bishop is designated as employer and is using the diocesan funds to help defray the cost of protection guaranteed by the insurance. Each priest subscribing to the plan is privileged to designate his own beneficiary. The group contract carries the usual insurance benefits, including a disability clause which guarantees the payment of the full amount of insurance in equal monthly installments to any clergyman who becomes totally and permantly disabled before reaching a certain age.

Favors Selling C.N.R. to C.P.R.

Editor, The Financial Post:

You, of course, have complete statistics protecting you in your justifiable complaint of the liability the Canadian National Railways are to the Dominion of Canada. The fact that there seems no encouragement for the relief of this huge debt each year thrust upon the taxpayers should be a matter of immediate consideration by the people, as well as most certainly by the government.

It is a matter of business if a proposition is not paying to so arrange that it will, and if such an arrangement cannot be accomplished to get rid of it. I'm certain a referendum vote would prove to a certainty what the people think about continuing millions of dollars a year for a proposition the government cannot successfully handle.

I suppose you have from time to time been informed that the Canadian Pacific would be willing to take over these lines and continue a reasonable service upon them and pay a good price for the opportunity. Certainly any alteration from the present impractical affair would be generally viewed as an intense relief.

Government ownership of railways was tried in the States and scrapped without delay when the people found it a loss—and if the wealthy States cannot afford a continuation of a blunder, how much more is the situation acute for Canada?

We all seem to "soft-pedal" this matter for some reason unknown to me, for it is certainly something to be dealt with in a most drastic and fearless manner as effecting our body politic.

Sincerely,
VINCENT WOODBURY.
Timmins, Ontario.

MANAGER AT MONTREAL

Joseph E. Serre has been appointed manager of the Dominion Life Insurance Company, Montreal office. His office will be at 822 Drummond Bldg., Montreal.

The Record of Fire Losses in Canada

Place	Property	Date	Loss	Insurance	Cause
Nova Scotia					
Waterford	S. Udovin, store, warehouse and	July 29	total	......	......
	lumber yard	July 31	$6,000	......	......
Shelburne	Gov. wharf, pulp and lumber				
Yarmouth	J. R. Durkee & J. A. Moir, stores	Aug. 4	heavy	......	......
New Brunswick					
Moncton	Wright Radio Co., store	Aug. 1	8,000	4,000	unknown
Lutz Mountain	J. H. Harris, barn and con.	July 29	heavy	partial	unknown
Upper Sackville	C. S. Weldon, barn and con.	July 29	2,000	small	......
Geary	O. Stennick, res.	Aug. 1	total	small	......
Indian Town	Randolph & Baker, lime kilns	Aug. 3	heavy	partial	......
Quebec					
St. Raphael	G. Bernard, res.	July 30	7,000	......	......
Grand Mere	Mrs. V. P. Bourassa, res.	July 29	total	partial	......
Lachine	Building	July 30	1.500	......	explosion
St. Tite	A. Carrier, res.	July 31	heavy	partial	unknown
Riviere du Loup	M. Turcotte, res.	Aug. 5	consider'ble	......	unknown
Montreal	J. Crosseman, bldg.	Aug. 3	heavy	......	unknown
Montreal	M. H. Briseboia, res.	July 31	heavy	......	unknown
Ontario					
Markham	N. Hoover, barn and livestock	July 30	5,000	none	lightning
Lakefield	E. Grier, barn	Aug. 1	total	partial	unknown
Wallaceburg	Rev. Fr. J. Brennan, garage	July 31	800	covered	unknown
Rossmore	H. S. Thompson, res.	July 30	total	covered	chimney
London	London Box Co., Can. Cart. & Storage Co., Dyment, Baker Lbr. Co., W. J. Ruttle	Aug. 5	225,000	partial	lightning
Belle River	Mrs. D. Desborough, L. Sylvester, store	Aug. 5	20,000	small	o'heated stove
W. Hamilton	J. F. Bryant, res.	July 31	consider'ble	......	def. wiring
Millbrook	J. Moore, barn and contents	Aug. 2	total	partial	lightning
Wolfe Island	G. Lafleur, barn and contents	Aug. 1	total	......	lightning
Norwood	T. Stevenson, barn	Aug. 2	total	......	lightning
Bishop's Mills, L. Sunderland, barns and hay		July 27	total	partial	lightning
Florence	G. Smith, barn and contents	Aug. 2	heavy	small	lightning
Smithville	E. Wilcox, res. and car	Aug. 4	heavy	small	unknown
London	J. C. Waide, store and apartment	Aug. 6	7,000	covered	unknown
London	R. Antonucci, house	Aug. 6	total	......	......
Ottawa	Dey Bros., works and shed	July 31	10,000	5,700	sparks
Neustadt	A. Rawn, barn and crop	July 26	total	......	spon. comb.
Toronto	W. Cooper, res.	Aug. 4	800	covered	......
Woodstock	D. Bryson, building	Aug. 5	total	none	......
Brampton	C. Burton, res.	Aug. 4	2,000	......	unknown
Clifford	H. Kreuger, barn and contents	Aug. 5	total	partial	lightning
Copper Cliff	Inter. Nickel storehouse	Aug. 7	150,000	......	......
Teeswater	C. J. Thompson, barn and con.	Aug. 5	total	......	unknown
Manitoba					
Boissevain	Turtle Mountain Mill. Co., mill	Aug. 5	75,000	......	......
Saskatchewan					
Chaplin	Watkinson, barn	July 22	total	none	unknown
Kinistino	S. Prichard, res.	July 26	total	small	unknown
Alberta					
Erin Lodge	A. H. Lee, res.	July 18	total	small	stove pipes
British Columbia					
Nanaimo	Mrs. A. Wilson, res.	July 27	total	small	......
So. Vancouver	Bloedel, Stewart & Welch Corp., Ltd., dry kiln	July 29	13,000	covered	......
Grand Forks	J. H. Hodson, store, Thatcher-Nelson block	July 28	total	......	......
Aldergrove	R. Lehman, res.	July 31	2,500	partial	unknown
Vancouver	National Canners, Ltd., plant	Aug. 1	250,000	partial	......

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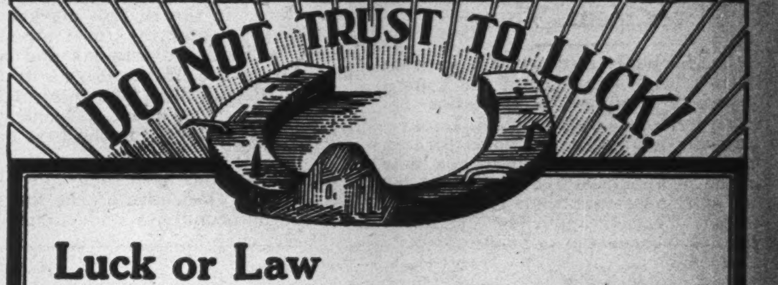
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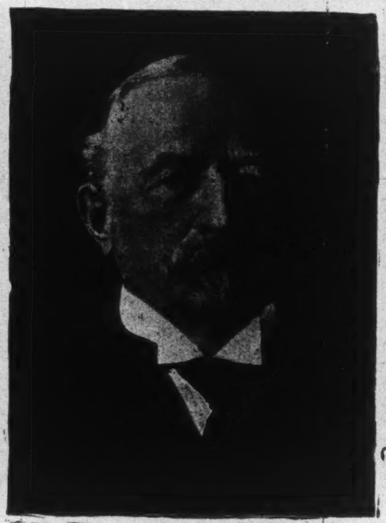
Baron Shaughnessy's Proposal to Solve Railway Problem by Merging Two Systems



In the present discussion of plans to merge the Canadian National and Canadian Pacific Railways, it is recalled that the late Baron Shaugnessy, chairman of the Canadian Pacific Railway, made the first bold suggestion in a letter to the then Premier, Rt. Hon. Arthur Meighen, in April, 1921.

"With but one set of shareholders, the Canadian Pacific Railway Company is really two separate entities. The shareholders have their railways constituting the Canadian system of over 14,000 miles, with lake, river and Pacific coast steamship lines, express and other accessories, whose income is included in last year's total of $216,000,000, and the net revenue of $33,000,000. And then they have their other assets that are dealt with in a separate account, consisting of their ownership in railway companies in the United States that are under separate management, but that interchange traffic with the company at the frontier, the ocean steamship lines, lands still owned and payments accruing on lands already sold, mining and other interests, in all representing a substantial sum from which revenue is derived to supplement the distribution to the shareholders from the proceeds of the railway operations.

"If by some arrangement with the company these assets could be segregated and the railway property added to the government system, the system would comprise 31,000 miles of railway with a considerable number of parallel lines unimportant or useless.

"The consideration to be given the shareholders of the Canadian Pacific Railway Company in exchange for the properties above defined would, I imagine, be in the nature of an undertaking by the government of Canada to pay to the shareholders in perpetuity a fixed annual dividend on the share capital, to be supplemented by a further payment when the whole property was yielding a specified return.

"The extraneous assets of the Canadian Pacific would be transferred to and administered by trustees or by a subsidiary company with another board of directors, so that the directors of the railway company would be interested only in the administration of the trust placed in their hands by the people of Canada. There would be no motive for selfishness, if such a thing were possible in the circumstances. The income on their shares being fixed and unchangeable, excepting as above provided, the Canadian Pacific shareholders could receive no advantage from preferential treatment given to any particular portion of the railway system. The directorate would have every incentive for wise, prudent and business-like administration.

"Now, having brought these properties together, we are faced with the most serious problem of all, namely, that of administration and operation. Political management would be impossible, because among other reasons policy and management must have the elements of continuity and could not be changed with each change of government without ruinous results.

'My suggestion would be that if an agreement with the Canadian Pacific Railway Company on the lines that I have indicated were found feasible, that company would be used under the terms of a contract approaching perpetuity in its duration to administer and operate the whole property for account of the Canadian people. I mention the Canadian Pacific because the magnitude, scope and variety of its operations compel a comprehensive organization, and this could be supplemented by judicious selections from the staffs of the other companies to meet the demands of the larger work.

"I am not giving expression to these views as chairman, director or shareholder of the Canadian Pacific Railway Company, and it is quite possible that neither my fellow directors nor the shareholders would be in accord. The Canadian Pacific, with its low capitalization and capacity for securing and handling a vast volume of traffic, should as time passes yield a larger return to its owners than at any time in the past. Indeed, about this there is little room for doubt, but with a satisfactory annual dividend guaranteed in perpetuity by the Canadian government, the shareholders could probably be induced to forego their speculative benefits, as their shares would then have the security and stability of government bonds.

"It is my sole purpose to assist if I can in the solution of what is beyond doubt the most serious and menacing problem that faces our country, and to frankly outline the policy that I would adopt and carry into effect if the responsibility were upon me to act as the representative and trustee of the Canadian people in safeguarding the present and future railway transportation interests of the Dominion, and in endeavoring to stop, or at any rate minimize the vast demands on the treasury and the credit of the country that are pretty sure to be made yearly if the present policy is continued."

POST-Scripts

SIR HENRY WORTH THORNTON'S re-engagement as president of the Canadian National Railway System for the five years stands as a testimonial to American railroad training. Though now a British subject, Sir Henry is American-born and American-trained, having studied civil engineering at the University of Pennsylvania and learned railroading in all departments with the various Pennsylvania railroad lines. In 1914 he resigned the general managership of the Long Island Railroad to enter British and Canadian railroad service, and his recent reappointment as head of the Canadian National Railways at a substantial salary advance is a fitting tribute to his ability.

"But, then, $75,000 isn't much for a man of Henry Thornton's calibre," was one executive's trite remark, reported by the Wall Street Journal, "'Worth,' you see, is his middle name."

* * *

STEAMSHIP companies are resorting to all sorts of expedients to augment the already large number of tourists who make Europe their summer playground. One of the later innovations is the offer of a large trans-Atlantic carrier to load your car aboard the steamer at the dock in New York uncrated and take it off on the other side, with so little inconvenience that the ocean greyhound literally becomes simply a ferry.

The very newest idea, however, is designed to appeal to the man who cannot bear to leave his golf clubs for even a single summer. One well-known company has arranged a golfing tour of England and Scotland in which playing privileges at a number of the most famous links are included in the price of the trip.

* * *

"THE En-Ar-Co News," publication of the National Refining Co., is edited by Charles L. Archbold who is also editor of the En-Ar-Co-Grams which appear on the big slate held by the schoolboy in front of over 12,000 service stations, garages, general stores and other places of business handling the company's product.

Mr. Archbold is known as "father of the largest schoolboy in the world" and he supplies his epigrams at the rate of 18 a month to the blackboard. Recently he ' broadcast and got press notices from 1,500 newspapers with an aggregate circulation of 5,000,000. The News has been circulated for about four years, and its circulation gained so rapidly that a charge of 50 cents a year had to be placed on it. Present circulation is approximately 1,500,000 copies monthly.

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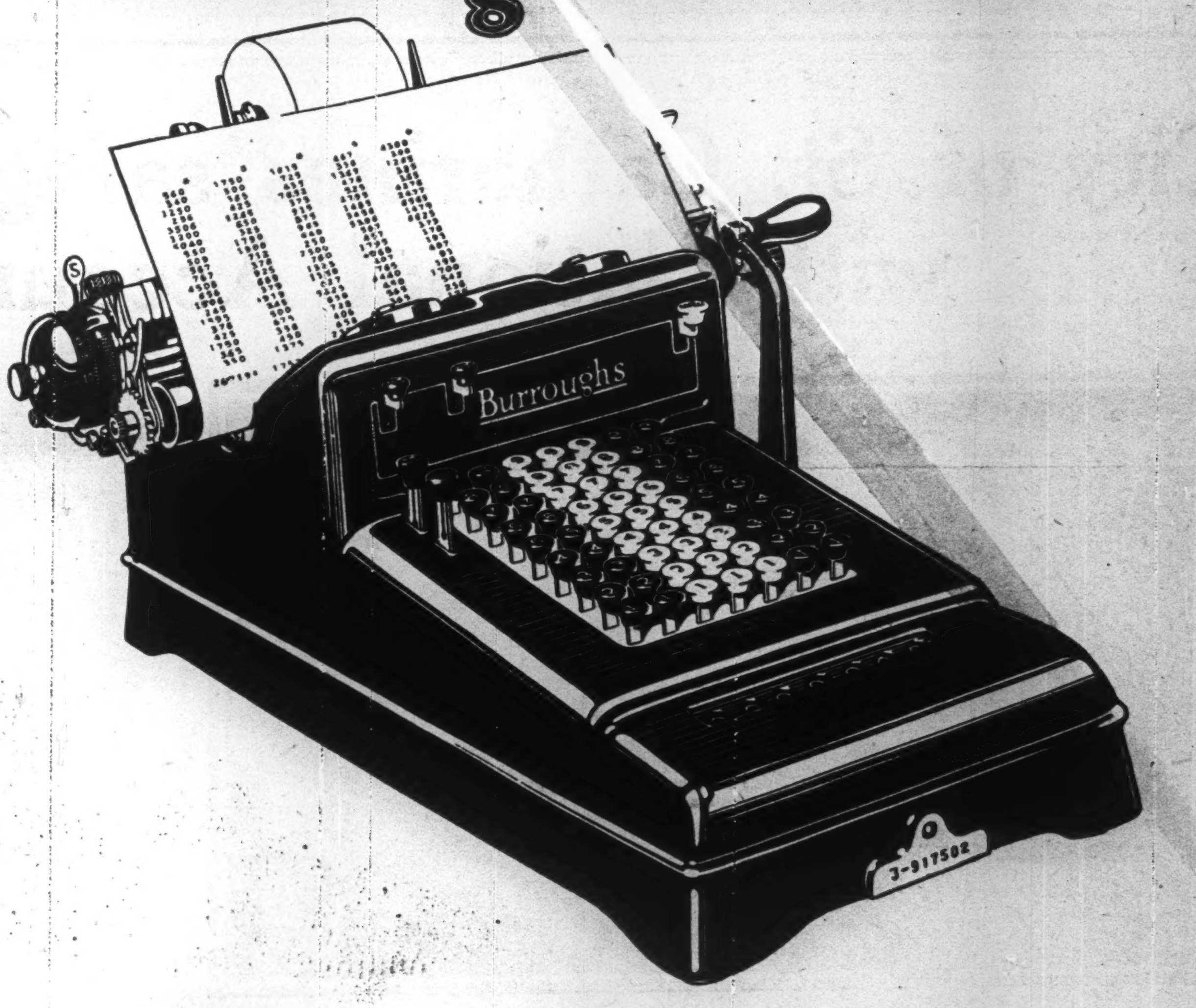

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WILL BE MONTHS BEFORE BREWERIES PAYS DIVIDENDS

Effect of Beer War Too Disastrous to Permit Early Resumption

Ending of the beer war in Montreal was immediately reflected in better prices for National Breweries' stock. Before the war broke out, Breweries had been climbing, but slumped badly when Frontenac kicked over the traces and launched hot-shot competition. The ending of the war came when Donat Raymond, hotelman, bought control of Frontenac from the Beaubien family.

Coincident with this change, announcement was made by all the factors in brewery industry of a reversion to the prices which prevailed before the price-war was inaugurated in March of this year. The old prices went into effect this week. Thus after nearly five and one-half months of operations at cut prices, the breweries will once more get back on a profitable basis.

It can naturally be assumed that the new interests in control of Frontenac have signified their intention of giving up the inclusion of premiums in their capsules, for it was this action which precipitated the beer war nearly half a year ago and it is a known fact that one very important company had signified its intention of selling at present prices until the practice, above referred to, had been dropped by the Frontenac company.

In view of the fact that National Breweries has been operating for almost half a year at what must have been quite a considerable loss, if general estimates are anywhere near correct, it is hardly likely that shareholders can hope for a resumption of the dividend, which was passed on June 13th as a result of the price war, for some time, for it is probable that the directors would not recommend a resumption until the company had once more worked itself into such shape as to leave little doubt as to the continuance of payments. This will take months.

It was in February that Frontenac commenced their new publicity campaign, which included cash prizes in the capsules on the bottles. This was protested as unfair and illegal by the other breweries and resulted in a cut in the price of beer on March 2nd by Molsons, which was met by National Breweries and Frontenac. The second and last cut was made on March 23rd by Molson, which was also met by the other companies. The first cut amounted to 10 cents per dozen on pints, 20 cents per dozen on quarts and $2 per barrel. The second cut was the same as the first with the exception that the cut on barrels was only $1 instead of $2.

HIGH LIVING COST IS BROKEN DOWN BY BUYERS' STRIKE

(Continued from page 1)

fering goods in many cases at half what they were asking in 1921.

Results Already in Evidence

All this has not yet boomed business in any spectacular way, but there is sufficient evidence of the success of the policy. Already wholesalers and some of the larger retailers are feeling the effect of the change. Especially in the West, and in the case of houses dealing with the West, there is evidence that the hand-to-mouth policy of buying is giving way to forward orders. It is especially in evidence in the dry goods lines, but is beginning in the other lines as well. There is still a large amount of resistance owing to the unemployment of the past few months and the consequent ravages which this has made in the purchasing power of the country. But one of the biggest obstacles has been moved from the path of improving business, and this along with the present prospect of almost a bumper crop throughout the country, makes the business outlook brighter than it has ever been since the beginning of the depression.

Purchasing Power of Crop Beats All Prior Records

In actual purchasing power, the field crops of Canada this year will be worth at least $100,000,000 more than any previous crop in the history of the country if present crop conditions are maintained. Although The Financial Post has reason to believe that the wheat estimate of 375,404,000 bushels published this week by the Dominion government is unduly high, the estimate of more than $1,318,000,000 as the total value of all field crops is approximately in accord with the figure compiled by The Financial Post. The government's yield estimate seems to be high; the value, however, is about correct.

That the purchasing power of the crop this year is worth much more than that of any previous year is shown from a study of the price situation. Last year the total value of the crops was $995,236,000, and the price level was approximately where it is to-day. This means that the purchasing power of this year's crop is approximately $325,000,000 greater than that of last year. In 1922 and 1923, although the price level was in line with that of this year, the total value of the crops was several hundred millions lower. The only contestants in high valuation are the years 1918, 19, and 20, when the price levels were notoriously high. In all three of these years the total value of the crops considerably exceeded the estimate published for this year, but the actual purchasing power of the largest of the three, that of 1919, was approximately $100,000,000 smaller than the estimate for this year. During the years 1915 and 16, the price levels had not reached the heights later recorded, and the yield was very great, but the total values of those crops do not compare with that of the present year.

While wheat has shown the greatest increase in value over that of last year, using October delivery prices as a basis, there is also a handsome gain in the coarse grains. The yield of oats is placed at 446,337,000 against 405,976,000 last year, and the value, as estimated, has risen from $200,688,000 to $223,168,500. The estimated value of the barley crop has risen from $61,760,000 to $76,120,000. Taking the five principal grain crops, there is an increase of nearly $265,000,000 over last year, the figures being $879,726,362 against $615,337,000. Other grains as well as the root crops all show an increase in prospective yield and value.

It is unnecessary to moralize upon the tremendous importance of this unprecedented outlook to the country as a whole. After last year's valuable crop it was generally held that one more good year would bring back prosperity. Here are the prospects not only for a good crop, but for a crop worth $325,000,000 more than last year's, which was itself reckoned as a good one, in values, and in purchasing power worth at least $100,000,000 more than any previous crop. Nor is there any appreciable danger that the values will be materially lowered. A wet harvest is feared by some, and this would detract from the total value of the crop, but reports of wet weather immediately react upon Winnipeg and Chicago prices and up goes the total value of the crop.

Expect "Bread" Report to Show Higher Earnings

There is a great deal of talk on the street that the recent demand for new Canada Bread common is coming from interests close to the recent bread merger, and that the hope of bringing Canada Bread to the head of the merger has by no means been abandoned. It is stated that the accumulation is with a view of placing the negotiators in a much stronger position when they next approach "Bread" officials. There are others, however, who believe that the advance is simply due to the steadily improved position of the company. Bread and cake sales are reported as reaching new high levels continuously. Last year the company earned 35.76 on the preferred and 14.38 on the common. The 1925 fiscal year, ending June 30, is expected to show an even higher return. This is due to steady increase in business and the acquisition of additional bakeries, two having been taken over. Slinn at Ottawa, and Miltons at Winnipeg. The report for the last fiscal year is expected shortly.

DISCUSS NORANDA SMELTER

Negotiations between Noranda interests and Quebec Mines branch are going on in regard the location of the smelter in north-west Quebec. Noranda officials were at Quebec this week for a conference.

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ESTABLISHED 1902

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LUCKY JIM

Slocan District, British Columbia.

This property is highly developed, substantially equipped, on rail transportation, and capable of producing ore at an unusually low cost. During the past year there has been placed in sight enormous new ore-bodies of high grade lead-zinc-silver ores, assuring long, steady and profitable production. Milling operations commenced on June 10th, and the company is now on a substantial earning basis. The property is fully paid for, there is no indebtedness, the management is both efficient and conservative, and in our opinion, the stock of this company, which is still available at almost a prospect price, offers an unusual investment opportunity.

Do not delay purchase of this stock if you are seeking value for your money. We will gladly furnish full information to those interested.

BANK OF MONTREAL

NOTICE is hereby given that a DIVIDEND of THREE per cent. upon the paid up Capital Stock of this institution has been declared for the current quarter, payable on and after Tuesday, the FIRST day of SEPTEMBER next, to Shareholders of record of 31st. July, 1925.

By order of the Board.

FREDERICK WILLIAMS-TAYLOR,
General Manager.

Montreal, 21st. July, 1925.

Imperial Oil, Limited

DIVIDEND

NOTICE is hereby given that a dividend of twenty-five cents (25c) per share has been declared by the Directors of Imperial Oil, Limited, and that the same will be payable in respect of shares specified in any Share Warrant of the Company within three days after the Coupon Serial Number THREE (3) of such Share Warrant has been presented and delivered to:

The Royal Bank of Canada,
Toronto, Ontario,

or at the office of:

Imperial Oil, Limited,
56 Church Street,
Toronto, Ontario,

such presentation and delivery to be made on and after the 1st day of September, 1925.

Payment to Shareholders of record at the close of business on the 15th day of August, 1925 (and whose shares are represented by Share Certificates), will be made on and after the 1st day of September, 1925.

The books of the Company for the transfer of shares will be closed from the close of business on the 15th day of August to the close of business on the 31st day of August, 1925.

By Order of the Board.

E. V. A. KENNEDY,
Secretary.

56 Church Street, Toronto, Ont.

City of St. Catharines safeguards tax payments with National Accounting Machine

The National Accounting Machine in the municipal offices is used to record tax payments.

MR. STUART WATT, Treasurer of the Municipality of St. Catharines, states that "The National Accounting Machine:—

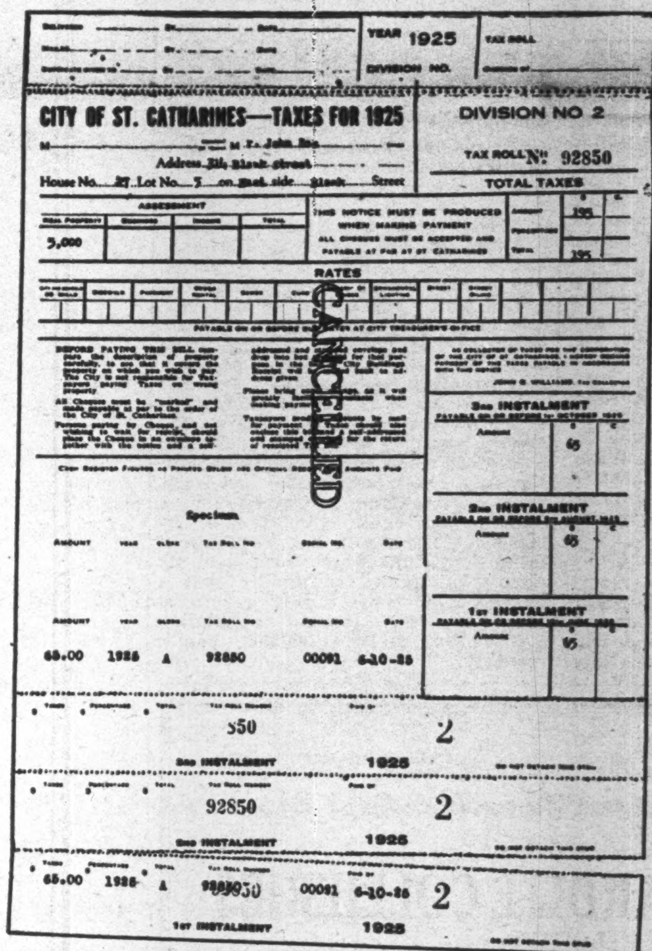
1. "Provides absolute mechanical control of accounts.
2. "Guarantees accuracy of cashiers.
3. "Saves the municipality money.
4. "Saves time of auditor.
5. "Gives a quick balance.
6. "Protects cashiers.

"This National Accounting Machine is infinitely superior to hand stamp receipting. **There is no guesswork, and it guarantees absolute safety to municipality and taxpayer."**

Major A. C. McCaul, of Riddell, Stead, Graham & Hutchison, Chartered Accountants, auditors for City of St. Catharines, states:

National Accounting Machine installed in City of St. Catharines, gives:

1. "Perfect balance of cash receipts.
2. "Protection to Taxpayer.
3. "Mechanical Control of municipalities money.
4. "Simplifies audit by being able to produce a correct total at any moment. The Taxpayer's receipt, office duplicate and cash book are printed in one operation and are identical. This provides and protects original entry **at source of revenue.**
5. "Cuts out all detail checking and saves at least 40% of an auditor's time in checking."



YEAR 1925
DIVISION NO.
CITY OF ST. CATHARINES—TAXES FOR 1925
DIVISION NO 2
TAX ROLL No. 92850
TOTAL TAXES
House No. 27 Lot No. 5
5,000
195
195
RATES
CANCELLED
3rd INSTALMENT
65
2nd INSTALMENT
65
1st INSTALMENT
65
Specimen
65.00 1925 A 92850 00091 6-10-25
350 2
3rd INSTALMENT 1925
92850 2
2nd INSTALMENT 1925
65.00 1925 A 92850 00091 6-10-25 2
1st INSTALMENT 1925

Reproduction of City of St. Catharines Tax Bill. National Accounting Machine figures make official receipt.

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City of Sherbrooke, Que.
City of Saskatoon, Sask.
City of Edmonton, Alta.
City of Lethbridge, Alta.
City of Victoria, B.C.
City of N. Vancouver, B.C.
City of Nelson, B.C.
City of Winnipeg, Man.
City of Portage la Prairie, Man.
City of St. Boniface, Man.
City of Sydney, N.S.
City of Sudbury, Ont.
Township of York, Toronto, Ont.
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BRITISH COLUMBIA NUMBER, Featuring B. C. Mines

THE FINANCIAL POST

The Canadian Newspaper for Business Men and Investors

Special Section 17-32 PUBLICATION OFFICE: TORONTO, AUGUST 14, 1925 Special Section 17-32

Coast Province is Busy; There Are Problems, But Mighty Future Assured

British Columbia Most Prosperous Province in Canada To-day —Some of Its Problems and Activities in Brief Review.

THE purpose behind this and other special sectional issues of The Financial Post is to bring about a better understanding of the varied problems of different portions of this far-spread country.

Sectional differences are born of a misunderstanding of our neighbors' problems and achievements. It is the desire to built a sound and united citizenship on the solid basis of mutual understanding that prompts this effort.

Because of the renewed quickening of interest in mining on the Pacific Coast, giving promise of much prosperity in British Columbia, if only sufficient capital can be provided to enable development work to go ahead, this issue features, in a broad way, mining opportunities in British Columbia.

By FLOYD S. CHALMERS,
Editorial Director, The Financial Post

BRITISH COLUMBIA is the most prosperous province in Canada to-day. I think I can make that statement without running the risk of criticism and I think it can be supported, either by a statistical comparison or by the personal testimony of anyone who has crossed Canada from coast to coast in the last few months.

It may not mean much to speak of British Columbia as the most prosperous area in Canada, since Canada is not as a whole, vigorously prosperous and is not making the progress that one might expect of a sturdy young nation with fabulous undeveloped wealth behind it. Broadly speaking, though, British Columbia is moving ahead with stolid indifference to the difficulties of the times; is increasing in population; is turning its natural resources into liquid assets, and is solving its political and fiscal problems.

Prosperity Through All B. C.

There are evidences of progress almost anywhere one goes in British Columbia. The qualifying world "almost" is necessary in order to avoid bringing down criticism from anyone who has recently walked into one of the strike-ridden coal mining towns of the southern interior.

Consider Vancouver by way of illustration, it being the largest community in the province and the centre of the busy B. C. constellation. The two large department stores are spending millions on extensive and at the same time luxurious additions to their stores. Office buildings are practically full. During the war a dozen or more large office buildings in Vancouver that had been built in the pre-war building boom remained almost tenantless, losing thousands of dollars annually for their owners. After the war only small improvement came. Now these buildings are full and rental values are strong. Immense concrete grain elevators have just been completed in Vancouver that would handle half the western wheat crop and more are to come. Residential suburbs, such as the charmed community of Shaughnessy Heights, have filled up in the past few years.

Victoria a Residential City

Or travel elsewhere in the province, Victoria is continuing to gain as a tourist and residential centre and there are probably more well-invested dollars per capita among Victoria citizens than in any other Canadian city. The lumber industry on Vancouver Island is developing, and new berths are being opened up for logging.

Jump back to the mainland again. Up north, Prince Rupert is making preparations to get in on the profitable wheat trade by the construction of a grain elevator, and is benefiting also from the opening up of the rich Portland Canal mines, where the Premier is pouring forth precious ores and smaller mines are becoming ambitious. In the interior there is more activity in settlement and mineral development than for many years.

In Southern British Columbia, mines that have lain dormant for ten to thirty years are being prospected again and veins of ore are being found on them greater than anything ever discovered by the original operators of the property. Mines that were bywords with our fathers are awakening to new life, more productive than ever.

Fruit farming does not tell as satisfactory a story partially because of one evil, frost, that stole to earth and spoiled the crops for this year in many sections and partially because of the failure of the growers to make their co-operative organizations co-operate. But while one hears many tales of woe about the lack of prosperity in the fruit farming districts, one has only to visit them to see tangible evidence of the wealth that has been created.

Recently, when I was in the Okanagan country, I played a round of golf over the Penticton golf course. My partner was a fruit farmer, in a small way, who had motored in ten miles to shoot eighteen holes. It was a hot day and when we quit playing, after nine holes, he remarked, "I think I had better go home anyway. The youngsters are holding a tennis tournament to-day." The story may not be particularly significant. I tell it merely to illustrate the standard of living on the British Columbia irrigated fruit farms.

The Railway Rate Problem

That is a very brief review of the present prosperity on the coast. The coast province is not without its problems as well as its reasons for satisfaction. Important concessions have been gained in regard to railway freight rates by the coast province, but British Columbia still feels that the railway rate problem is not satisfactorily solved. It has always irked the business men on the coast to be charged a scale of rates for trade to and from Eastern Canada that allowed for high operating costs through the mountains. They feel that when Mackenzie and Mann built a "perfect road" through the Yellowhead Pass, with gradients less severe than in the East that it would eliminate the "mountain scale." It has not done that. The rail rate situation, as it affects B.C., is briefly that the Crow's Nest Pass schedule handicaps the coast by providing for favoritism to prairie points at the expense of British Columbia, as well as other parts of Canada; that British Columbia has had great benefit from recent changes in the rate structure and is likely to benefit from further changes that will result from the new policy of railway rates equalization. Here, even, the benefits are not entirely assured as equalization may eliminate some especially favorable tariffs that the coast enjoys at the present time. A very satisfying feature of the discussion in British Columbia is the fact that the solid leaders of the established business institutions recognize that British Columbia has de-

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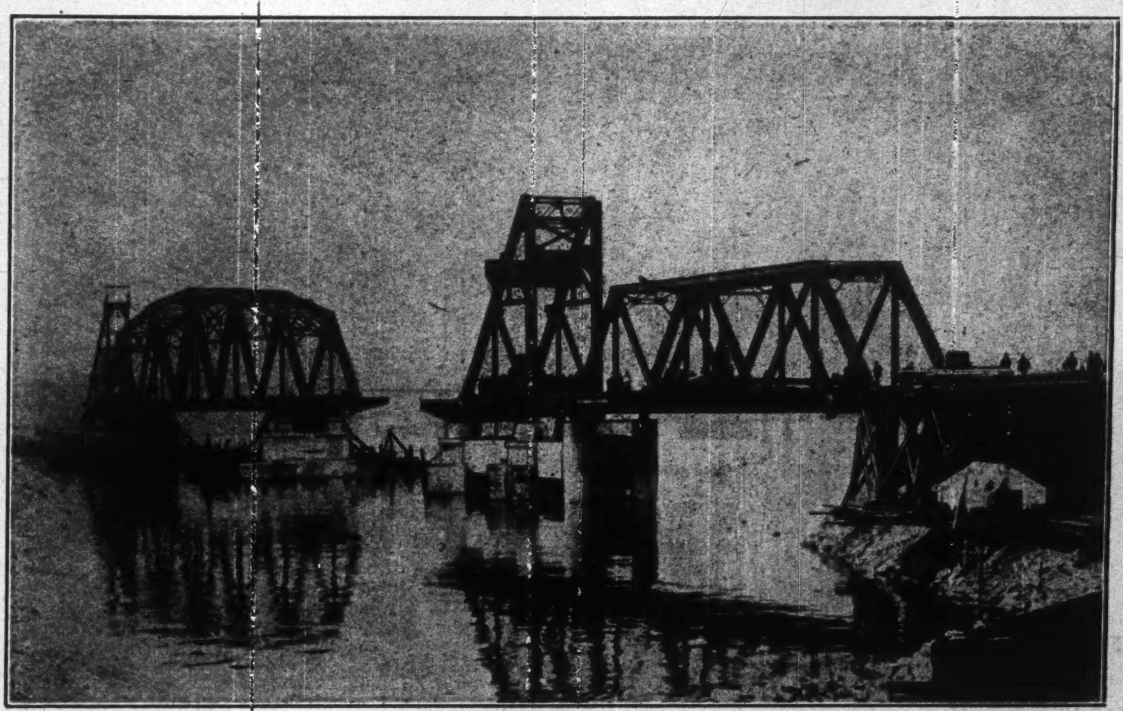
The Grain Flow

The rise of Vancouver as a grain port has been phenomenal. Admittedly it has been due in large measure to favorable circumstances resulting from the fact that in 1923 the greater part of Canada's cereal crop was grown in Western Saskatchewan and Alberta within or near Vancouver's radius of attraction.

The story of progress, in graphic form is:

Crop Year	Bushels
1920-21	550,000
1921-22	7,500,000
1922-23	19,450,000
1923-24	54,619,000
1924-25 (Est)	25,000,000

Linking North Vancouver With the World



North Vancouver, with 15,000 population, is probably the largest city in Canada without rail connection with the world. Ferries have provided transport, via Vancouver. With the opening shortly of this bridge over the second narrows of Burrard Inlet, railway lines will be provided into North Vancouver.

Rising Tide of Trade Means Much to British Columbia

World's Geography Changes as Panama Canal Comes Into Use and as Sleeping Millions in Orient Rise to Higher Civilization and Develop Immense Purchasing Power—A Survey of British Columbia Ports.

FOR years the Commonwealth of the Atlantic has been dominant; has ruled the world of trade. Now the Commonwealth of the Pacific is threatening the imperial mastery of the Atlantic. The nations of the Pacific are waking up to a higher civilization. The Pacific Ocean is threatening to become the great trade route of the world.

This awakening of the Pacific means much to British Columbia. The whole Pacific coast of the North American continent is looking westward to-day. For years the cities on the coast considered themselves the western terminal of transcontinental trade routes. Now they look upon themselves as gateways to the Orient. The change of view point is significant.

The geography of the world has changed in the past fifteen years. The opening up of the Panama Canal has helped to bring about the transition, just as Theodore Roosevelt forecast. It has emphasized the importance of sea power; has brought a consciousness of things maritime to the people of the Pacific Coast. It has divided the continent with a trade backbone that pays no attention to heights of land.

At the same time the importance of the sea has been further shown as conditions have changed in the Far East. China's sleeping millions are no longer sleeping but are awake and growing in activity. Higher standards of living are developing in every Oriental country and as these develop the demand grows for manufactured goods from this continent to enable the now ambitious Orientals to adopt the standards and customs of westerners with their more modern civilization.

The people of the Pacific Coast stand at the gateways of the magnificent harbors that nature has given them at Vancouver, Seattle, Portland, San Francisco and other points and envision a wonderful future for trans-Pacific trade. They foresee many times more ships crossing and re-crossing the great expanse of ocean, trading in and out of the isles and harbors that encircle the entire Pacific in every direction. They see a sun of prosperity rising on the horizons that have been considered only as the sea of the setting sun. The whole Pacific ocean with its many hundreds of millions of people is their field of trade, they say.

Looking Out Over Pacific

Not long ago a group of America's biggest business men, interested in foreign trade development, held their annual convention in Seattle. Holding that convention in Seattle was in itself significant, for it was recognition of the new power of the Pacific to create a greater international commerce than has ever been known. At the meetings, many speakers, including such men as James A. Farrell, president of the United States Steel Corp., emphasized the newer outlook in foreign trade; the outlook that recognizes the Pacific as a great trade route of the future and the Oriental countries the greatest market awaiting development. After the Seattle convention many of the convention delegates came on to Victoria and Vancouver where they repeated their views on the Pacific.

A similar view was recently expressed by a writer on industrial survey topics, Theron H. Tracy, who said in the first of a series of articles in the Vancouver Sun:

"The tremendous increase in the population of Western America, including Canada and the United States, coupled with the long and protracted struggle through which the countries of Europe are now seeking to re-establish their prosperity states emphatically this truth:

"That the trade and commerce of the Pacific economically belongs to the activities of the Pacific Coast sections of the United States and Canada."

Future for B.C.'s Ports

If indeed these men are right in assuming that world trade is moving its

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Progress of British Columbia Shown in Bank Records

THE progress which British Columbia has been making in an industrial and general business way during 1925 is reflected in the steady gain made by bank debits, the figures being in excess of the records for the preceding year in each of the six months in the half-year period. Following are comparative figures compiled by the Dominion Bureau of Statistics:

	1924	1925
January	$147,844,003	$149,697,946
February	131,430,156	133,913,450
March	138,207,477	138,476,383
April	137,429,442	146,314,779
May	141,133,534	144,227,683
June	131,498,275	153,928,735

Premier Mine Went a-Begging All Around B.C.

And Now It is Producing Wealth at Mighty Pace

MILLIONS EARNED

Dividends Have Been Paid That Would Make Croesus Hide His Humble Head

PREMIER Mine, Portland Canal, B. C.'s leading precious metal producer, has paid $7,388,000 in dividends to the middle of 1925. First dividends were paid in 1921.

No wonder it has proven a sensation and focused the attention of the mining world on that section.

The last report, covering 1924 operations, estimated 147,880 tons of broken ore in stopes containing .55 ounces of gold, 17.3 ounces of silver, or about $21 a ton. On the fourth level there is said to be 420,000 tons of $20 ore unbroken. There are numerous other ore bodies exposed and not taken into account.

And all these millions were missed by New Yorkers by only a few feet, much less than the Farmer's Bank operation missed the Keeley's famous deposits.

R. K. Neill was the lucky individual who came along and won success on the Premier when others failed. The New York syndicate spent $100,000 and abandoned the operation. Neill went in right after, over 40 ft. of snow, and put seven men to work.

Mining Featured

This is only one of many articles in this issue on British Columbia mines. Much valuable information on investment opportunities in B. C. mines has been gathered first hand and is presented in articles throughout the issue.

A tunnel run by the New York people had paralleled the ledge. Neill advanced a crosscut they had started, and disclosed ore with the first round of shots. The Eastern people missed millions by a few feet.

Several other crosscuts driven from the tunnel by Mr. Neill opened ore that contined $65 to $1,000 in gold and silver to the ton in a body of important width. He sacked and packed out, under great difficulty, 184 tons of ore that brought him a check for $112,000. From that moment the success of the mine was assured.

Got Millions Quickly

On an expenditure of $4,000 he put in sight more than $3,000,000 worth of ore in two and one-half years. The cost of the development was greater, but $4,000 was all of the initial capital expended before profits began to accrue.

It is a very interesting story, the history of Premier. O. B. Bush tells it well. He landed in the Stewart area in 1910. A prospecting syndicate was formed and they staked the Cascade Falls group, now of the Premier. J. D. Morrison had later staked there, and when Bush had some samples assayed and got $42 in gold and 671 ounces of silver, he says, "I proceeded to make a deal with Logan and Morrison for the property. We settled on the following terms: $200 cash, $1,800 in 30 days, two lots in Prince Rupert on Cow Bay valued at $3,500 net, and 500,000 shares at 25 cents in a company to be formed. The deal went through on that basis. Then, to round up the group, I bought the two claims of Dr. Kergin and Dr. Richards, giving a lot in Stewart and 240,000 25-cent shares.

"I then hired a man to go up and get samples to take to Vancouver. We put a shot in the Simpson showing, and the samples ran from 250 ounces to 3,088 ounces in silver and $166 in gold. Then I formed the Salmon-Bear River Mining Co., capitalized at $1,000,000, divided into 4,000,000 shares of a par value of 25 cents each. But by this time the boom in mining shares in the Portland Canal district had flattened out and it was impossible to get any money at all. We had one of the biggest properties in the whole camp, with ore running over $2,000 to the ton, and could not raise a dollar. We worked all winter on the proposition of trying to interest capital, and by spring all we had was about $250 in the treasury, and $800 worth of assessment work to do before July, 1911.

Hired His Staff

"In the spring I started up to the property and met Logan in Prince Rupert and asked him if he knew of a good man to put in charge of the property, and he said he thought Pat Daly was about as good as I could get under the circumstances. I hired Pat for $2.50 cash and $2.50 in shares

(Continued on page 25)

Australia Treaty Likely to Bring More Benefits

* * * * * *

To the Coast Province than to the Rest of Canada

UNDER the trade agreement with Australia, British Columbia will benefit tremendously — perhaps to a greater extent relatively than any other province of Canada because of its more direct access to the antipodes' markets.

At least two of the basic industries of British Columbia will be particularly favorably affected. These are the fish canning and pulp and paper industries. At present, American salmon canners have enjoyed a virtual monopoly of Australian business, although intensive salesmanship has enabled British Columbia to secure a small share of the trade. It is now expected that what happened in New Zealand when the preferential tariff was adopted will also take place in the sister dominion, and that British Columbia will carry away practically the whole of Australia's salmon market, adding at least $2,000.000 to the industry's revenue.

The pulp and paper trade should be similarly influenced. Up to the present, Great Britain and the Baltic countries have been getting the bulk of the business in spite of the long water haul. Paper from Britain has been going in free of duty. From the Baltic there has been a duty of £3 a ton. The Baltic was able to ship at a good profit on this basis because ships had been going from north European ports to Australia in ballast for wheat before. The preference to Canada is expected to more than offset this advantage, and at the same time place this country on an equal footing with Great Britain.

It is likely that one or more additional paper mills will shortly be erected in British Columbia to take care of the business that is expected to develop in Australia as a result of the treaty.

Lumber is not directly affected by the proposed agreement, although B. C. lumbermen had hoped that it would be included. They are expectant, however, that with the agreement once adopted affecting other products the principle will be established and the question of including lumber on the schedule will be merely a matter for future negotiation. Indirectly, however, the lumber business will be benefited because of the increased business for the logging camps operating in pulpwood districts.

The treaty is expected to result in the enlargement of existing plants and the addition of paper manufacturing units to pulp plants already in operation. The Whalen pulp and paper properties will probably be benefited, as, when they were first established the assumption was that they could depend on the Orient and Australian markets to absorb a large proportion of their output, and the collapse of the Far Eastern business and the tariff difficulties involved in breaking into the Australian market were regarded as largely responsible for the company's recent financial difficulties.

Should Be More Cargoes

The effect on shipping at the port of Vancouver and other British Columbia ports should be almost immediate. The present condition of full cargoes southbound, and empties in return, will be rectified, and there should be lucrative business offering both ways.

J. H. McDonald, president of the British Columbia division of the Canadian Manufacturers' Association, recently expressed keen satisfaction with the terms of the proposed treaty, although expressing regret that lumber was not included.

"It is a great step forward in imperial unity," commented H. O. Bell-Irving, one of the most prominent salmon canners in the West. "The agreement should work to the advantage of both countries."

British Columbia's Purchasing Power This Year $325,000,000

By H. M. CAMERON,
Statistical Editor, The Financial Post

1. AGRICULTURAL (Revenue Bureau of Statistics Figures)

	1923	1924
Farm Crops	$18,912,000	$17,392,000
Animals and Products	1,845,000	1,988,000
Fruits, etc.	13,344,000	10,062,000
Dairy Output	5,959,000	5,967,000
Poultry and Eggs	3,397,000	3,478,000
Miscellaneous	129,000	168,000
	$43,586,000	$39,055,000

According to current indications this year's farm output will be in excess of $45,500,000.

2. MINERAL REVENUE

Total value will be approximately the same as for 1924 . . . $50,591,000

3. REVENUE FROM THE FISHERIES

1921	$13,953,670
1922	18,849,658
1923	20,795,914
Indicated yield for 1925 approximately	$25,000,000

4. INDUSTRIAL REVENUE

1920	$220,012,413
1921	144,243,593
1922	148,996,468
Indicated yield for 1925	$155,000,000

5. FOREST REVENUE (Primary)

1922	$30,666,860
1923	40,815,407
Indicated revenue for 1925	$45,000,000

6. MISCELLANEOUS (Including Fur, etc.)

From various sources . . . $2,500,000

Total Estimated Revenue for 1925

1. Agriculture	$45,500,000
2. Mineral	50,591,000
3. Fisheries	25,000,000
4. Industrial	155,000,000
5. Forest	45,000,000
6. Miscellaneous	2,500,000
Total	$323,591,000

Canada Can Find Large Markets in Orient For Trade Via B. C. Ports

Needs of Japan, China, India and Other Countries Are Varied—Immense Population Offers Great Possibilities For Exploitation by Progressive Manufacturing and Merchandising Concerns

By ERNEST C. DIGBY.

THAT there are great possibilities for an enormous increase of trade between British Columbia and China, Japan, India, and the Orient generally, is admitted by every exporter who has carefully studied the situation.

Nearly every merchant is well informed as to the goods, both raw and manufactured, which these countries produce, but how few can, with equal facility, name what these countries demand from British Columbia?

It may surprise many people to know that there is no word in the Chinese language meaning Canada. Millions of Chinese never heard of this country.

There is a large demand for fish and manufactured goods by both China and Japan, and it is no unusual thing to buy British Columbia tinned and salted fish through exporting houses in San Francisco.

What Orient Buys

The principal exports from foreign countries to the Orient in approximate order of importance are:

Textile goods, piece goods, machinery, typewriters, sugar, metals, railway plant, rolling stock, instruments, electrical equipment, hardware, agricultural implements, motor cars, cycles, oils (including kerosene) salt, liquors (including perfumed spirits) building and engineering materials, belting, glass products, spices, paper, pasteboard, chemicals and chemical preparations, drugs and medicines, cement, jewellery, umbrellas, earthenware, rubber goods, fish, and condensed milk.

Most of the business in provisions is done by powerful merchants, who are the importers at the chief seaports, and who act as caterers to the railways, hotels, and army messes; supply retail to European communities, and wholesale to the bazaar or native trade.

The chief competitors are as follows:

Ham and bacon—United Kingdom, United States.

Butter and cheese—Denmark, Holland, United States, Italy.

Jams and jellies—United Kingdom.

Biscuits and cakes—United Kingdom, Australia.

Cocoa and chocolate—United States, Holland, United Kingdom.

Patent foods—United States, United Kingdom.

Canned and bottled goods—United States, United Kingdom, Australia.

Other Things in Demand

There is a large demand for soda ash, crystals, and caustic soda, largely for use in paper mills, glass factories, and dye houses. The competition is as follows:

Acids (principally sulphuric)—Sicily, United States.

Bleaching materials—United Kingdom (United States practically none).

Carbide and calcium—previously Germany, now United States.

Prior to the war the trade in dyeing and tanning substances was largely German; now the chief competition is with the United Kingdom, the United States holding a very strong second place.

Business Poor in Japan

Business conditions are generally good in India and the Federated Malay States; political trouble and unrest is apparent in most parts of China, and this is coupled with a growing antagonism for Europeans generally, while Japan is still suffering from the earthquake and the chaotic conditions prevailing for some time previous to that catastrophe. Business is more or less at a standstill, and money for the expansion of business is scarce. In fact, the present conditions in Japan to-day are somewhat similar to the prevailing conditions in Canada, where money is being carefully husbanded pending more stable conditions.

Throughout the entire Orient the machinery trade holds out the greatest inducements to Canadian exporters, and purchases include the following—Electrical machinery, machine tools, sewing machines, typewriters, boilers, mining machinery, paper mill machinery, pumping machinery, and textile machinery. The careful fostering of this trade will bring a rich reward, fully warranting the initial expense or continual overhead of having efficient men constantly in the field.

Population is Immense

It is always attractive to the manufacturer to establish himself in a rapidly expanding market, as his trade grows with that market. In the Orient, the manufacturer, if he enters that market intelligently, has possibilities that have no limits. It is difficult for the Occidental to realize the enormous population of the Orient; China with its seething millions, scattered over a land larger than the United States and Canada combined, India with its population of 370 millions, and Japan, a country with a larger population per acre than any other country. In addition, there is that very enlightened Oriental country, Siam, with the progressive city of Bangkok as its capital. This country will prove, when more fully developed, a veritable golconda for its mineral wealth and wonderful forests. In the city of Bangkok the visitor will find a high state of Western civilization, due, primarily, to the fact that the father of the present king had the wisdom to send all his sons to finish their education at the English universities of Oxford and Cambridge, and this example of the court has been followed by many of the wealthier men of the country, and in that way the advantages of Occidental life are very fully appreciated in that country.

Educated in Britain

A visitor to London, England, cannot fail to notice the great number of Indian youths studying at the various colleges and hospitals training for all branches of professional life. This in itself is creating a demand for European and American necessities of life. There was a time within the writer's memory when it would have been difficult to sell a cake of soap in India, owing to caste prejudice. To-day the imports from the United States alone show shipments to the value of ten million dollars a year. India is the best customer that Great Britain has, as every year she buys more than Australia and Canada combined.

The city of Vancouver is the natural gateway for the exports of goods to the Orient, not only for Canada, but also for the United States, and a close survey of trade conditions and the needs of these vast countries must prove to the Canadian exporter that there is a field well worth cultivating to its fullest extent.

In opening up trade with any Oriental country it is well to send a competent man to thoroughly survey the field to get a first-hand knowledge of the needs of the people, the conditions under which they live, and what is being done by your competitors who are already established there. Some firms consider all that is necessary is to appoint some European or native agent and ship goods out on consignment. This always leads to trouble and disappointment.

Energy is Needed

Business energy in the Orient always commands a high premium, and a representative on receiving a new article may, while the novelty lasts, introduce it to his friends. If the article is of sufficient merit to push its own sales, good results may follow.

There are two ways of doing export business (a) through local agents; (b) direct dealing. The latter is undoubtedly the better plan where it is practicable, but this is not always the case, and most firms adopt the method of appointing local agents to represent them. In doing so, however, the Canadian merchant or manufacturer should bear in mind the size of the individual country to be dealt with, and not fall into the common mistake of granting their sole agency, for instance in China, or India, to any one firm.

In China there is absolutely no similarity between the languages of Eastern and Western China or Cantonese. Not only that, but the habits and customs of the people are different to a marked degree.

Trading Centres in India

In India one finds the two great cities of Bombay and Calcutta, the latter the second largest city of the British Empire, both in population and in wealth, the former the gateway to the Indian Empire and Burma. These two cities differ to a marked degree, though in the bazaar it is possible to make oneself understood in Hindi. The trade of Bombay is principally in the hands of the Parsi and the Mohammedan, while in Calcutta the trade is dominated by the Bengali and the Mawari, separate divisions of the vast community making up the Indian Empire.

In Japan it is equally wrong to appoint a native representative and expect him to cover the entire Japanese Empire, unless, of course, he has branch offices in other parts of the country. Japan is well equipped with transportation facilities, but the Japanese merchant as a rule does not interest himself outside his own immediate surroundings, and the result would be that there might be good sales for an article in Yokahama (where the representative would be located) in the rest of the country, and in cities like Osaka and Tokyo, where a good sale of the product could be made, it would be entirely neglected.

Many manufacturers are prone to say that owing to the fact that the class of goods they manufacture have never been introduced into the Orient that of necessity there can be no demand. A proof of the fallacy of this reasoning is shown by the introduction of chewing gum into the East a few years ago. To-day our American cousin can get his favorite gum not only in the European stores, but in the native bazaars in India, China, or in Japan, and what is still more remarkable, is that there is a large sale made to the natives of these countries.

There are probably many Canadian manufacturers who in the past have tried export business with the Orient and have come to the conclusion that there was no market for their products. Now, in this view they may be greatly mistaken, as a little reflection will show. Japan's needs after the earthquake enlarged her imports to an enormous extent. The United States during the fiscal year of 1923-24 sent China 35,000,000 pounds of copper, against 14,000,000 during the fiscal year of 1922-23, and the flour exports were more than doubled during the same period.

If the Orient were to consume on the same scale as the Occident, the potential demand would be too great for any but the boldest to contemplate.

Generally speaking, the basic arguments that sell a product in this country will sell it abroad. Naturally advertising activities must be correlated with the work of sales departments in meeting the merchandising factors peculiar to each country, and certainly due attention must be given to climate, geography, and business practices.

He Knows the Coast

IN 1927 Hon. John Oliver, premier of British Columbia, will be able to celebrate the golden jubilee of his arrival on the Pacific Coast. He went West in 1877 and took up a homestead in the Delta and he has been a very busy citizen of the coast province ever since.

There was not much to British Columbia in those days. The C. P. R. had not been built nor even started and British Columbia was another world to folks in the eastern provinces. It took a lot of grit for any man to give up farming in the more comfortable province of Ontario to become a pioneer in the farthest Canadian West. But the young immigrant from Staffordshire who had just come of age on a Wellington county farm, had plenty of that dogged persistence that makes for success anywhere and that marks his political life to-day as strongly as it did his early development.

Young Oliver farmed for a few years in the West and then became a sort of a farming industrialist by buying a thresher. He operated the threshing machine for 28 years and it was not until he was a full fledged cabinet minister that he dropped this occupation. Fittingly his first cabinet post was as minister of agriculture, with which he combined the post of minister of railways.

He has been premier since 1918 and the railway nemesis has pursued him. His biggest jobs have been to fight for railway rates as B. C. likes them and to make a success of the Pacific Great Eastern.

Opposition papers call him "Jawn" Oliver. His friends call him "Honest John." The latter name sticks.

The photograph shows him in a restful mood. It is apparent, though, to anyone that the picture is posed. John Oliver is seldom in a restful mood. He's too hard a worker for that.—F. S. C.

Rising Tide of Trade Means Much to British Columbia

(Continued from page 17)

point of balance from the Atlantic to the Pacific, then assuredly the Pacific coast ports of the United States and Canada have a future that is beyond doubt. Among the ports of the Pacific, none is finer, none is better established as regards transcontinental rail services, none is more accessible to sources of raw materials, than Greater Vancouver and other British Columbia ports, such as Prince Rupert, Victoria and New Westminster. New ports such as Ocean Falls have great possibilities as well.

What Vancouver is Doing

Vancouver is already taking advantage of that opportunity. The port of Vancouver is the fastest growing port in the world. The foreign cargo landed in Vancouver is growing by leaps and bounds; the flow of Canadian produce and merchandise out of the port is broadening yearly; the East to West Canadian business through the Panama Canal is making healthy gains. Coastwise traffic between Vancouver and other Pacific coast ports is going ahead steadily.

Figures that show the growth in Vancouver's ocean traffic since before the war illuminate an amazing record. In 1912, 144 boats entered the harbor. In 1924 there were over a thousand, a seven-fold increase. The vessels represented nearly three and a half million tons register and brought in nearly four million tons of foreign cargo. The total number of vessels entered inward was over 18,000 as compared with 6,500 in San Francisco and 7,000 in Montreal.

Here are some further significant statistics regarding the growth of traffic through Vancouver harbor:

Number of Ocean-going Vessels Entered Inward

	Number	Tons, Net Register
1912	144	No record
1920	336	1,163,699
1921	496	1,852,844
1922	716	2,478,959
1923	837	2,804,883
1924	1,009	3,441,460

Total Foreign Cargo

Freight shipped to and landed from foreign countries:

1912	No record
1920	808,952
1921	1,236,756
1922	1,913,973
1923	2,371,824
1924	3,718,393

Those figures are part of the Vancouver Merchants' Exchange annual report.

As yet the freight tonnage entered inward for Vancouver is comparatively light, hundreds of those ships coming with only part cargoes or in ballast, attracted by the substantial volume of freight to be picked up here.

As regular service develops, however, founded on volume of traffic outward from Vancouver, the tonnage inward must inevitably increase.

In 1912 the total number of vessels entered inward was 9,382. By 1922 it had grown to 16,649, and last year the total was 18,387. Naturally the net register tons shows a corresponding increase, the exact figures for 1912 being 4,435,919 tons, and for 1924 they were exactly double, or 8,957,489.

That British Columbia's coast, with its hundreds of coves, camps and permanent settlements, is enjoying healthy and normal growth, is demonstrated by the fact that since 1912 there has been practically a doubling of traffic.

In 1912 coastwise vessels entered inward numbered 9,238. The peak was reached in 1923, when the total was 18,771. Last year's records show 17,378 as the total number entering the port.

Whereas in 1912 the average number of deep-sea sailings monthly from Vancouver was 12; in 1920, 28, and in 1922, 59, the average in 1924 had risen to 84.

More Figures of Growth

Thus it will be seen that the port's deep-sea sailing schedule has become seven times greater in the short space of a dozen years.

Twelve years ago two ships left monthly for the United Kingdom and Continental Europe. Last year 15 boats were outbound to that destination.

Back in 1920 total foreign cargo handled over Vancouver's wharves amounted to 808,952 tons. In 1921 it had grown to 1,236,756 tons, in the following year 1,913,937 tons, in 1923 2,371,824 tons, and in 1924 it reached the high total of 3,718,393 tons.

Foreign cargo landed amounted to more than 1,000,000 tons and foreign cargo exported was in excess of 2,000,000 tons.

Special comment might well be given the growth in lumber exports. In 1912 Vancouver exported 25,000,000 feet board measure. From year to year until 1923 the respective figures, on a steady ascendant, were: 84,000,000 feet, 166,000,000 feet, 203,000,000 feet and 290,767,000 feet. Last year saw a staggering record of 386,983,595 feet chalked up as the port's lumber export total.

Chief among all port business in general interest at present, however, is the grain trade, which has developed from nothing to great proportions, making Vancouver the greatest grain exporting centre on the Pacific Ocean and a runner-up on Montreal for honors as the world's greatest grain export-point.

The Growth in Grain Exports

In 1920 grain exports from Vancouver, according to records of the Vancouver Merchants' Exchange, amounted to exactly "nothing."

A small stream had started westward through the Government elevator, which had been dubbed as a "white elephant." It was just 1,347,337 bushels for the calendar year 1921.

Business began to pick up in 1922, when publicity was being given the Western Grain Route for the first time and farmers and elevator companies were beginning to investigate the feasibility of the route. In that year the total reached 14,468,076 bushels.

Encouraged by the success of shipments grain traders began giving serious attention to the Western outlet and, in 1923, they moved through Vancouver 24,663,017 bushels.

Last year, however, when Canada's granary was fairly bulging with wheat and all outlets were crammed, including the huge spout carrying Canadian grain through the United States. Vancouver came into her own. She leaped into the classification of a major grain port of the world by handling, mostly through one small elevator, 55,873,788 bushels of grain. It all happened in four years.

That tells a little bit about how Vancouver is taking its place in the Pacific sun.

The other ports of British Columbia have as yet made less progress than Vancouver in building up a great inward and outward flow of cargo, but their prospects are excellent. New Westminster, which is linked with Port Mann as the western terminus of the Canadian National Railways, has no elevator accommodation at the present time, but it is the big lumber shipping port and is likely in time to be a large grain shipping port. Two small elevators are already planned.

Owing to the fact of Port Mann being the terminal of the Canadian National Railway lines on the Pacific coast interest is once more centred on this port near New Westminster as a grain elevator site.

It is pointed out that a saving of $13 per box car can be made on unloading grain at Port Mann instead of having the Canadian National haul it over the Great Northern tracks to Burrard Inlet.

The transportation facilities have been greatly improved through a recent arrangement among the railway companies, whereby the Great Northern railway has granted running rights to the Canadian National on its waterfront tracks on the north side of the river. This, city officials point out, gives a strong incentive for the erection of grain elevators, as direct transportation to this waterfront property in the city from the prairies is now assured. The Canadian Pacific Railway and the B. C. E. R. lines also pass along the city waterfront affording transportation to water lots suitable for industrial sites which are now vacant.

Other factors which are contributing to the expansion of the port are the low harbor dues charged by the New Westminister Harbor Commission, the excellent industrial sites available from the city at low rates, and the fact of it being a fresh water port.

Prince Rupert as a Port

Prince Rupert in the northern part of British Columbia is regarded as the natural outlet from the very fertile Peace River agricultural areas, and as such is regarded as having an excellent future ahead of it. Growth of population in Canada is about the only thing needed for the steady development of Prince Rupert.

Situated on the west coast of British Columbia, forty miles south of the Alaskan boundary, Prince Rupert is the Pacific terminus of the Canadian National Railway. It is in the same latitude as Liverpool, England, and has a climate, the mean temperature of which is the same as that of the great shipping port of the Mersey. It is 500 miles nearer the Orient than any other port on the Pacific Coast, and is two days nearer the Yukon and Alaska than any other Pacific coast city.

The harbor is open all the year round, being absolutely free from ice in winter, owing to the mild climate. There are neither bergs nor floes in contiguous waters to hamper shipping.

There are excellent warehouses, with railway connection, a total wharfage frontage of 3,343 feet, with a depth of water of not less than 25 feet at low tide. The newly completed ocean dock has a frontage of 860 feet with 35 feet of water alongside at low tide, and one of the most up-to-date warehouses on the coast, 840 by 148 feet, fitted with electric gantry cranes.

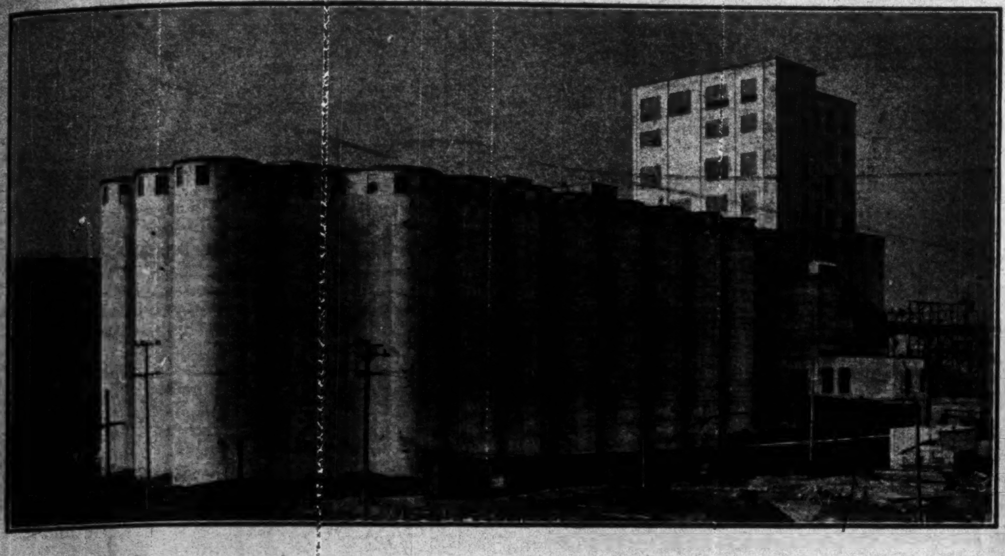
A good service of steamers to and from the north and south is enjoyed, added to which there is a daily train service to and from the East.

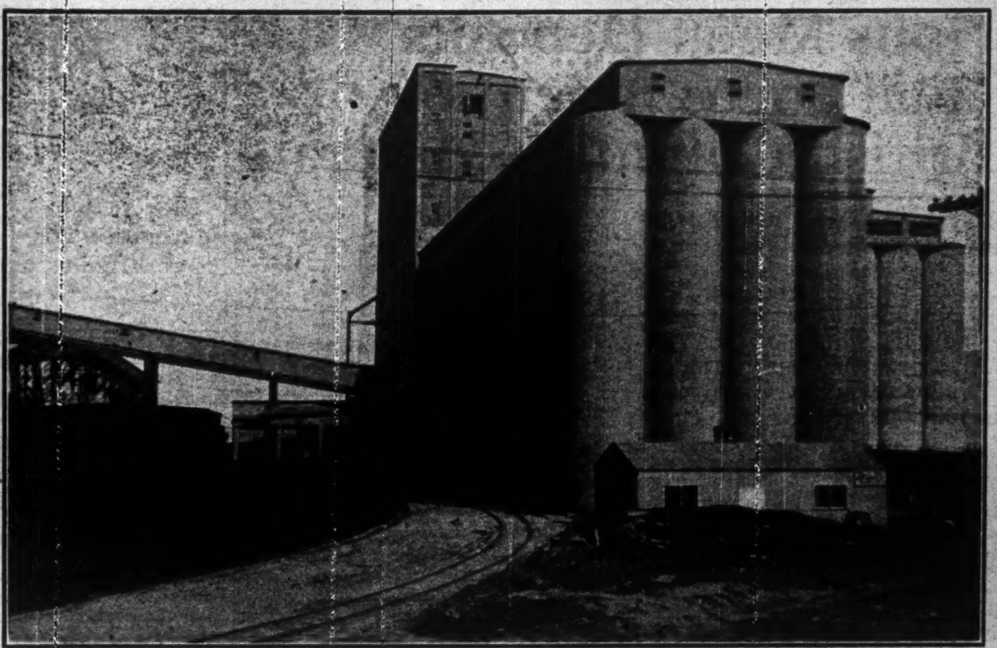
Victoria a Lumber Port

Victoria is, of course, one of the great ports of the Pacific coast. It has been extensively developed and is the seat of the Esquimault dry dock and has besides excellent and extensive docking and warehousing facilities. Recently the Canadian National Railways gave assurance of the erection in Victoria of a lumber sorting station that should do much to encourage an extension of the already large flow of Vancouver Island lumber through the port. A movement is under way, too, for the erection of a grain elevator at Victoria. At first glance this may not seem to be a feasible proposition, but the idea of the backers of the enterprise is to bring cars of grain by ferry from Port Mann the terminus of the Canadian National Railways to Victoria for loading into ships. It is pointed out that the cost of bringing grain from Port Mann to Victoria would be less than the switching and other charges involved in taking it into Vancouver.

Figures totalled by the Dominion government fisheries department showed a total pack of 1,754,313 cases of salmon in 1924 in B. C.

For the present year, the canned salmon pack has been the largest in the history of the province, as the previous large output was in 1918, when 1,616,157 cases were packed.





LEFT—The new Vancouver Spillers grain elevator which is the first privately owned and operated elevator on the Pacific Coast. The capacity of this up-to-date elevator is rated at 2,250,000 bushels.

RIGHT—The Vancouver Harbour Commissioners' Elevator No. 1 has a capacity of 2,250,000 bushels with an annex to handle, 850,000 bushels. In a recent grain shipping season, the Vancouver Harbour Commissioners' elevator broke the world's record for fast grain shipment.

Grain Shipments Bring New Revenue to the Coast

Opening of Panama Canal, Plentitude of Ship Tonnage and Reductions in Freight Rates Combine With the Westward Movement in Wheat Growing to Make Pacific Route More Attractive for Wheat Shippers.

NO DEVELOPMENT has been a greater factor in breeding optimism on Canada's Pacific Coast than the growth in the movement of grain from the Western prairies to the world's markets through the ports of British Columbia. Five years ago not a bushel of grain was going out of British Columbia ports. Last year Vancouver handled 50,000,000 bushels of grain and will handle 25,000,000 bushels in the present crop year with every prospect of setting up a new record in helping to move the 1925 crop. The other ports did not participate in the grain movement but with the completion of an elevator at Prince Rupert and the promise of elevator accommodation at New Westminster-Port Mann and at Victoria, they, too, are likely to benefit.

The grain movement means much in actual money return to the Pacific Coast. It is estimated that every bushel of grain that goes through Vancouver leaves seven cents in the city in storage and handling charges and other ship repairs, etc. That means that a 50,000,000 bushel movement adds $3,500,000 to the purchasing power of the community which is no small sum for a city of Vancouver's size.

There have been a number of reasons that have operated to build up the grain movement through Vancouver harbor. One of these was the opening up of the Panama Canal, which is fulfilling the promise of its optimistic backers in helping to change the trade currents of the hemisphere. The canal was opened while Canada was at war and for that reason it did not greatly influence Canadian trade for some years. After the war, though, Canada was in a position to use the canal because trade and commerce began to settle down to a basis of peace time operations.

Excess of Ship Tonnage Throughout the World

After the war, too, it was found that there was an immense excess of shipping tonnage throughout the entire world. Boats had been built to replace submarine losses and after the submarine had ceased to operate the building went ahead. In every part of the world there were vessels looking for cargoes and many of them drifted into Vancouver looking for loads. The rates offered were, of course lower than had been available for many years and when a little sum in addition was worked out it became apparent that it was cheaper to bring grain by rail from many parts of Alberta and Saskatchewan to Vancouver and carry it by sea from Vancouver to Europe, than to follow one of the accustomed channels eastward.

Great impetus has been given, too, by successive adjustments in freight rates that have on the whole been very favorable to British Columbia. Now it is estimated that grain from as far east as Regina and Saskatoon can be more profitably shipped to European markets via British Columbia ports than via any eastward route, while in winter months the area from which the Pacific Coast can profitably draw shipments is said to be wider.

A very important cause for the growth in westward shipments lies in the gradual westerly shift of the wheat belt. Alberta has increased its standing in cereal crops relatively more rapidly than Manitoba and Saskatchewan.

In its recent annual report, the board of harbor commissioners of Vancouver made a very thorough survey of the wheat shipment possibilities at that port. The major portion of this survey is here given:

IN VIEW of the rapid increase in the volume of grain exported through the port of Vancouver, and also of the large expenditure which has been made by the port in recent years to take care of this traffic, it has become a matter both of interest and importance to survey the possibilities for future expansion, or otherwise, in this movement.

There are many factors which come into play in the marketing of grain and the choice of routes, but the cost of transportation is undoubtedly the chief one, and it follows that the wheat-growing territory which is tributary to the various Pacific ports is largely a matter of transportation rates, rail and ocean, and fluctuates with such rates. In the United States this tributary territory is bounded on the east by the Rocky Mountains. The reason for this is the fact that the topography of the North American continent is so ordained that, as one travels south, the Rocky Mountains and their attendant mountain ranges are continually pushing the prairie wheat fields further to the east, and away from the Pacific coast.

The Comparative Distances

As an example, the distance from the western edge of the prairie wheat fields to the Pacific coast ranges from 700 miles, in the Peace River distant, to 640 miles at Calgary, to 1,000 miles at Billings, Montana, to 1,250 miles at Cheyenne, Wyoming. This increasing distance means correspondingly high freight rates, and, in consequence, these central fields are tributary to the east and the Gulf of Mexico, rather than to the Pacific. The result of this situation is that practically the only export wheat in the United States which is tributary to the Pacific coast is drawn from the states of Washington, Idaho and Oregon, to the west of the Rocky Mountains. The accompanying map shows this condition quite clearly.

In Canada there is a different situation. At present no exportable wheat is grown in British Columbia, and the prairie wheat fields to the east of the Rocky Mountains are the sole source of supply for export through Pacific ports. Until recently, all of the wheat grown in the three Canadian prairie provinces of Manitoba, Saskatchewan and Alberta, has found its main, and almost its only, outlet through the twin ports of Fort William and Port Arthur. The prairie crop comprises practically the whole of the Canadian production, only some 25,000,000 bushels, more or less, being grown in Eastern Canada, with the result that the exportable surplus is almost entirely drawn from these three provinces.

The opening of the Panama Canal followed by the return of ocean freight rates to normal figures about 1920, has made a vast difference in the problem of exporting this surplus wheat. Rail rates remain fixed for long periods, but ocean rates and lake rates fluctuate continually, with the result that the combined rail and water rate from any given point to Europe fluctuates also. The wheat territory tributary to the Pacific coast depends, of course, upon this combined rail and water rate. Owing to this continual fluctuation of water rates, no stable set of figures can be presented as a comparison of the cost of transporting Canadian wheat to Europe via the Pacific coast and via the Atlantic coast, but, generally speaking, under the present scale of freight rates, the result is that in the middle of summer, when both lake and ocean rates are low, territory tributary to the Pacific coast is very limited, extending a comparatively short distance into the province of Alberta. However, as autumn comes on, and the new crop commences to move, the Eastern rate stiffens on both lake and ocean, with the result that the territory tributary to the Pacific coast gradually increases until in the winter time, when the lake route is closed, the dividing line moves east at least to Saskatoon, a distance of 1,050 miles, and, under favorable conditions, further still.

There is under consideration at the present moment a proposal to revise the existing schedule of freight rates. If this proposal is acted upon, the revision will have a very marked effect towards increasing the grain-growing territory tributary to the Pacific coast.

Future Prospects for Shipments

In 1923, Alberta produced 166,800,000 bushels of wheat from just under 6,000,000 acres, an average of 28 bushels to the acre; Saskatchewan produced 252,600,000 bushels of wheat from 12,800,000 acres, an average of 19.75 bushels to the acre; and Manitoba produced 32,800,000 bushels of wheat from 2,900,000 acres, an average of 11.25 bushels per acre. It is estimated by Dominion government statisticians that there were, in 1923, 4,750,000 acres under wheat in Saskatchewan, west of a line drawn north and south through Saskatoon, which, at the average yield of 1923, would have produced some 93,000,000 bushels of wheat. So that in 1923, the autumn territory tributary to the Pacific coast produced 166,000.000 bushels, and the winter territory 259,000,000 bushels. It must be remembered, however, that 1923 was a bumper crop, and also that a considerable portion of the Western Saskatchewan and Eastern Alberta crop may be expected to move out by the Eastern route before navigation closes on the lakes.

The Trend in Wheat Growing

In view of the effect it may have on the future of grain exports via Pacific ports, it is interesting to note the Western trend of wheat in the three prairie provinces, as follows:

In the five-year period, 1911-1915, average acreage under wheat in the three western provinces was as follows:

	Acres
Manitoba	2,830,000
Saskatchewan	6,617,000
Alberta	1,650,000

In the next five-year period, 1916-1920, the average figures were:

	Acres
Manitoba	2,748,000
(A slight decrease)	
Saskatchewan	9,748,000
(A considerable increase, about 50 per cent.)	
Alberta	3,550,000
(An increase of about 120 per cent.)	

In the three-year period, from 1921 to 1923, the figures show Manitoba wheat acreage as practically stationary, 2,915,915 acres, whereas Saskatchewan rose 30 per cent. to 12,791,000 acres, and Alberta rose 62 per cent. to 5,958,361 acres.

Or, taking the entire thirteen-year period, Manitoba has remained practically stationary as regards acreage under wheat, Saskatchewan has doubled, and Alberta has three and one-half times the average, and Alberta is now producing on an average a considerably greater wheat crop than Manitoba, thus reversing the position of the five-year period, 1911-1915.

As an indication of the extent to which this movement of wheat production to the Far West may continue, the Natural Resources Intelligence Branch of the Department of Interior estimated the area of arable land still unoccupied in 1923 as follows:

Alberta	Acres
Alienated lands	11,000,000
Dominion lands	10,000,000
	21,000,000

Saskatchewan	Acres
Alienated lands	12,500,000
Dominion lands	3,000,000
	15,500,000

Manitoba	Acres
Alienated lands	4,500,000
Dominion lands	1,750,000
	6,250,000

Saskatoon is divided as follows:

West of Saskatoon	Acres
Alienated lands	5,000,000
Dominion lands	2,000,000
	7,000,000

East of Saskatoon	Acres
Alienated lands	7,500,000
Dominion lands	1,000,000
	8,500,000

It must be understood that this is only a rough estimate, and that it is very difficult to give figures regarding arable land that cannot be controverted, as the northern limit of agriculture is being gradually pushed northward, due to removal of forests, cultivation of soil and, more especially, to acclimatization of seed grain..

The Department of Agriculture, Victoria, B. C., is authority for the statement that in British Columbia the total arable land is estimated at a little over 22,000,000 acres, of which some 8,000,000 or 9,000,000 acres, in the central portion of the province, are considered suitable for the production of wheat of export quality.

Finally, it is a remarkable fact that the actual area under wheat in Canada, in 1923, was 10,795,000 acres west of a line drawn north and south through Saskatoon, including 45,000 acres in British Columbia, and 11,877,000 acres east of such a line, including Ontario, Quebec and Maritime Provinces. From the foregoing it will be seen that whilst Saskatoon may be beyond the reach of the Pacific coast under ordinary conditions, yet under certain conditions it does become tributary, and, in any case, the wheat fields are steadily marching towards the Pacific.

The above figures are sufficiently accurate to demonstrate that there is under present conditions an area either now growing, or capable of growing, wheat of export quality of some 47,000,000 acres which is tributary wholly or partly to the Pacific coast. The potentialities revealed by these figures will be better understood when it is recalled that the entire wheat crop of the United States in 1923 was grown on some 58,000,000 acres, and that of Canada on some 22,500,000 acres.

Transforming Vacant Lands

It is always a dangerous business to undertake the role of prophet, and, therefore, instead of hazarding a guess as to when the potentialities contained in these now largely vacant lands may be transformed into the reality of an export trade through Pacific ports, attention is drawn to an article in Agriculture and Industrial Progress for October, 1923, written by one, Mr. C. P. McLennan, of London, England. Mr. McLennan draws attention to the fact that it was estimated in 1904 (production approximately 75,000,000 bushels) that Canada could produce annually 200,000,000 bushels of wheat within ten years. In 1911—seven years after the estimate—Canada actually produced nearly 300,000,000 bushels.

Canada's Two Billion

Mr. McLennan also states:

"In an estimate published by one English statistician in a London paper, in 1920, Canada's ultimate maximum wheat crop was placed at a thousand million bushels. It was also suggested that half a century or more would elapse before that figure could be reached. It is, of course, somewhat difficult to make an accurate forecast of the probable production of wheat in Canada in the future, but if it is estimated that 75 per cent. of the available wheat land will be under crop in 30 years, this would give an enormous production, in the vicinity of about 2,000,000,000 bushels, and the quality of northern wheat will always create a demand in all markets of the world.

"The statement has also been repeatedly made that owing to the rapid growth of the United States that country will ultimately absorb the greater part of Canada's wheat. It certainly seems probable that the United States will cease to be an exporter of wheat before very long. But with Canada's rapidly increasing production, there would also seem to be little chance of the American market absorbing all of the former's exportable surplus, so that Canada will also always be an important, if not the principal, factor in the European market."

Whether or not the production mentioned by Mr. McLennan will ever be realized is a matter which only the future can demonstrate. But whatever the future exports of Canadian wheat may amount to and whatever their rate of increase may be, the figures quoted above clearly demonstrate that the Pacific coast is bound to participate in that export trade to a very large extent.

Bulk of Canada's Lead Production is From B.C. Smelter

Canada produced about 168,700,000 pounds of lead in 1924, and it is estimated that nearly 130,000,000 of this came from the Trail smelter of the Consolidated Mining and Smelting Company at Trail, B. C.

Canada's production figured out at 84,357 tons, as against 55,617 tons in 1923 and it is anticipated that Canadian production will continue to go ahead with the Trail smelter giving the lead. It may also be that the Gaspe deposits in Quebec will be brought to fruition in 1925, though the development will be to a limited extent.

Regulated production is keeping down Canada's zinc capacity, the unofficial figures of 1924 output showing 32,250 tons, mostly from Trail. Zinc and lead markets are both strong.

Vast Natural Wealth in the P.G.E. Country

Along the line of the Pacific Great Eastern Railway, immense resources offer opportunity for capitalists and settlers.

WHILE primarily a colonization railroad, opening up large new areas of British Columbia for settlement, the Pacific Great Eastern Railway taps extensive natural resources in timber, minerals and water power that offer excellent opportunities for development by capitalists and investors generally.

Mixed farming has been carried on for years in the P. G. E. country, grain growing, ranching, poultry raising, dairying, etc., being carried on successfully and on a large scale. In other fields of enterprise the opportunity is equally great.

Mining The famous Cariboo gold mining district, one of the world's richest placer fields, has yielded to date over $77,000,000. Following the historic days of the early stampede, these rich British Columbia diggings suffered from the handicap of lack of transportation facilities. Now, with the coming of the Pacific Great Eastern Railway, this great territory with its unlimited natural resources is quickening to new life. The best mining authorities agree that the Cariboo is still remarkably rich not only in placer gold but in lode gold and other valuable mineral deposits as well. Dr. Dawson, the eminent Canadian geologist, predicted some years ago that the Cariboo would yet reinstate itself as a great wealth-producing district and would attract a population outrivalling its palmiest days, with the added advantage that the whole mining industry would be on a permanent and substantial basis. The Cariboo and Lillooet mining divisions comprise some 60,000 square miles, or nearly one-sixth of the entire province. In this vast mineral store-house the following metals occur under conditions promising deposits of great economic value: Aluminum, arsenic, bismuth, chromium, copper, iron, lead, coal, magnesium, manganese, molybdenum, silver, zinc and tungsten. Valuable epsomite and soda deposits are being developed near the town of Clinton at the present time.

Recent Development During the year, after careful preliminary tests had been carried on by drilling, a gold dredge, costing $200,000, was installed on Antler Creek, near the historic town of Barkerville. As this is the first practical dredge undertaking on a pretentious scale attempted in the Cariboo country, the progress of the work will doubtless be watched with the keenest interest. There are many other promising placer areas of great extent in the Barkerville, Keithly and Horsefly districts, as well as on the Fraser, Quesnel and Cottonwood Rivers. It is interesting to note that development work is also being carried on actively on some of the mineral lodes on the Cheakamus River, Pemberton districts, Seton Lake, Upper Bridge River and Cayuse Creek, as well as on placer ground on McGillivary Creek, and the Lower Bridge River. A new plant was installed on Cedar Creek in September of last year, marking activity in this camp, which sprang into prominence by reason of a new discovery in the autumn of 1921, and which has produced nearly $300,000 in placer gold. Considerable development has likewise taken place in the Keithly, McAllister and Whitewater districts, with encouraging results.

Pacific Great Eastern Railway Timber.

Hat Creek Coal One of the most important discoveries yet made in the great mineralized belt contiguous to the Pacific Great Eastern Railway line is undoubtedly the extensive coal area at Hat Creek, some fifteen miles from Pavilion station. While preliminary work had been carried on at this point, and while at one time a small amount of coal had been handled, it was not until the month of May of the present year that the richness and real potentialities of the coal measures in the Hat Creek field were demonstrated by drilling. As a result of these operations, over 525 feet of semi-bituminous coal formation, practically unbroken by shale, was tapped during the month of May, the bores showing the coal to be of high grade and remarkably clean. The district where this sensational find is being proven up is three and a half miles long and some two and a half miles wide, and is located about 180 miles from Vancouver. There seems little reason to doubt that the discovery of this coal area will lead to a period of extensive prospecting in other promising P. G. E. mineralized tracts, and that the resultant progress, and new finds made, will mean much for the railway and British Columbia as a whole.

Timber Resources It has been estimated that in the river valleys tributary to the Squamish region alone, there is over three billion feet of large coast timber. Between Cheakamus and D'Arcy, on the Cheakamus, Green, Lillooet and Birkenhead rivers and their tributaries, there is between two and three billion feet. North of Lillooet and west of the railway line, in the Bridge, Chilcotin and Blackwater watersheds, estimates fix the amount of merchantable timber at thirteen billion feet. This is scattered over a large area. In the Quesnel Lake and Quesnel River watersheds there is between nine and ten billion feet, about 60 per cent. of this being excellent pulp timber. From the timber now available, and including the natural growth, there is sufficient to supply the needs of two large pulp and paper mills in perpetuity. An abundance of waterpower can readily be developed in this area. North of the great Quesnel basin there are promising stands of timber available on both the Swift and Cottonwood rivers.

Water-power Recent surveys made by the City of Vancouver have demonstrated that there can be developed in the Cheakamus and Green rivers, and their tributaries, one million horsepower. The diversion of the Bridge River through Mission mountain, in tunnels, to Seton Lake will develop between 350,000 and 500,000 horsepower. Another very large horse-power can be developed on the Quesnel River, where an immense area of storage can be had in Quesnel, Cariboo, Long, Isaac and Crooked Lakes. In addition to these, there are many other smaller waterpowers available throughout the entire district.

Pacific Great Eastern Railway
"The Scenic Route of British Columbia"
Vancouver, B.C.

Spectacular Precious Metal Deposits Of Portland Canal Focus Attention of World on British Columbia Minerals

Numerous Properties Are Being Developed and Wonderful Showings of High-grade Ore Have Been Encountered Over a Vast Area.

THE rich Portland Canal area is surging to the front and focusing the attention of the mining world on British Columbia. It is the most productive precious metal area in the province. The 1924 tonnage showed an increase of 20 per cent. over the previous year and the outlook is that this gain may be exceeded in 1925.

Granby, Belmont, Surf Inlet, and Premier, the former mainly copper operations, were responsible for the big tonnage increase. This year a good increase will be from Portland precious metal mines. Taking the output of the district by metals, the gold, exclusive of placer and silver and copper, totalled $10,718,887, or nearly three-quarters of a million increase.

The district therefore produced this year 36 per cent. of the total placer gold of the province, 73 per cent. of the total lode gold, 42 per cent. of the total silver, and 56 per cent. of the total copper; practically the same percentages as last year, notwithstanding the substantial increase of each of the metals for the whole province.

The Individual Mines

Again forecasting future production, it would seem reasonable to expect an even greater output. The Granby Consolidated Mining, Smelting, and Power Company has only had results from the new concentrator for a portion of the year, and under normal conditions, with the maintenance of its present smelter-output, will very probably show a gain this year.

Premier Gold mines under present operating conditions, is probably up to capacity production. The ore reserves are said to be greater than a year ago and the outlook for some time to come is excellent.

Belmont-Surf Inlet has not been able to develop any new ore-bodies of consequence and the depletion of its present reserves is a matter of a comparatively short time.

Development of Engineer at Atlin and its equipment to a producing stage gives every reason to expect production this year.

Dunwell Mines made some new and important discoveries.

Porter-Idaho will in all probability be developed this year. Esperanza at Alice Arm will no doubt continue to make small shipments of sorted high-grade ore. Continuous shipments to the Granby smelter are expected from the Golskeish, near Anyox.

From the B. C. Silver Mines, Ltd., adjoining the Premier, a few tons was shipped last year more as a trial shipment than as an indication of a steady output for the present.

A small shipment was made last year from Atlin Silver-Lead Mines, but steady production is not expected until sufficient development work can be done to properly open up the showings.

Developments on the Toric at Alice Arm give this property a promising chance. The Indian, which looked so promising in the upper tunnel, is undergoing interesting development at depth. Several other properties in different parts of the district have been giving encouraging results in development.

Placer Mines In District

Placer-mining has been about normal, but is gradually declining in this district. Upper Spruce Creek at Atlin will doubtless keep up the present production for some years. The Dease Lake country has good possibilities and considerable development is being done. Many claims were taken up in the spring rush this year. Experiments toward the recovery of gold from the beach black sands on Graham Island are being watched with interest, as its success would mean a big industry. Toronto people are interested.

BELMONT-SURF INLET

The company's holdings are seven miles up from the head of Surf Inlet, on the west coast of Princess Royal Island. Since the fall of 1916 this property has worked continuously, producing, in a little over eight years, approximately 731,189 tons of ore, yielding 276,056 oz. gold, 151,025 oz. silver, and 4,494,468 lb. copper; a total of over $6,500,000.

The enhanced values of 1924 are doubtless due to the ore obtained from the pillars in the upper levels, which provided about 50 per cent. of the ore mined. The Pugsley mine furnished approximately 20 per cent. of the total tonnage mined.

The lower levels have proved so disappointing in developing ore of commercial value that no further sinking has been done, in fact, comparatively little development work of any kind was undertaken, the total amounting to 2,724 feet, of which there were 1,263 feet of raises, 1,333 feet of drifts, 113 feet of crosscuts, and 15 feet of winze. The property to date has paid $687,500 in dividends.

Unless new ore-bodies are discovered, which does not appear probable after the exhaustive exploration already done, the property will within a comparatively short time have to curtail operations.

GRAHAM ISLAND

During the past year varied interests have been active staking and investigating beach sands at Masset and other parts of the island coast. Tests have been made of the sands and as a result a cyanide plant is being erected. Gold values are said to run around 77c. a ton.

PORTER-IDAHO

There are eight mineral claims in this group, and in 1923 a syndicate was organized to acquire them. It issued 15,000 units of par value of $10 each, of which 6,600 were placed in the treasury to be used for the development of the mne and 8,400 units issued as purchase price of the property. During last summer over 200 feet of tunnels were driven and 147 tons of ore sorted and shipped, yielding 9 oz. gold, 33,482 oz. silver, and 36,501 lb. lead. This is regarded as a creditable showing.

A new company, the Porter-Idaho Mines Co., has been incorporated, with a capitalization of $2,000,000 in 4,000,000 shares, to take over the holdings of the Syndicate. The company is in good shape financially to proceed with the opening-up of the property and a portion of the new stock will be sold to provide further funds. A cross-cut tunnel will be driven at a point where the two veins should intersect, which should be a favorable point for an ore-body and will obtain good depth.

SILVERADO

Silverado group is at the east side of Portland Canal head above Stewart. A tunnel has been driven back 385 feet and is being further extended to cut two parallel veins which outcrop.

GLACIER CREEK

This property is immediately south of the Dunwell and the interests in control are practically the same, mainly Victoria people. It is a prospect yet, but with some excellent low-grade bodies. There is a large amount of $40 ore which is not considered high. They recently reported discoveries of high grade.

INDEPENDENCE

This operation has proven up enormous bodies of low-grade ore, with some bodies of medium grade, as they have $60 ore in one place. The property is owned in Victoria and almost adjoins the Premier.

PORTLAND CANAL

One of the oldest properties in Bear Creek section is Portland Canal Mining Co. It was closed from 1911 to 1924 and interest in it was revived by Dunwell's success.

The old underground workings were thoroughly sampled and all open-cuts and exposures of the vein on the surface for a distance of over 1,000 feet also sampled. There is no available tonnage of ore exposed in the mine, but there are several places underground that warrant further exploration.

Juggling With Millions

Premier Mine offered one million dollars for Selukwe's 50-odd per cent. interest in B. C. Silver. The price was to be paid in two years.

Selukwe of London countered with an offer to sell for $5,000,000, payable in five years. They are still negotiating.

Premier paid Grant Mahood $100,000 for his minority in B. C. Silver—about one-third of the stock.

1924 Production of Portland Canal by Mines

Name of Company	Ore mined Tons	Gold Oz.	Silver Oz.	Copper Lb.	Lead Lb.
Belmont-Surf Inlet Mines	86,500	34,583	15,781	625,238	......
L. and L., Glacier Creek	1	....	272	....	481
Patterson	14	90	....	....	......
Golskeish Mines, Ltd.	537	99	344	....	......
Granby Cons. M.S. & P. C.	1,050,733	6,196	411,341	35,992,726	......
Esperanza	232	28	17,501	434	334
Porter-Idaho	147	9	33,482	....	36,501
North Fork Basin claim	8	......	900	....	2,000
Premier Gold Mining Co.	159,014	139,288	3,015,382	....	452,010
B.S. Silver Mines, Ltd.	52	165	3,526	290	......
Atlin Silver-Lead Mines	30	5	2,250	....	17,385
Totals for 1924	1,297,268	180,463	3,500,779	36,618,688	508,711
Totals for 1923	1,072,455	155,031	3,209,724	33,408,536	81,486
Increase	224,813	25,432	291,055	3,210,152	427,225

Placer gold for 1924, $150,325.

DUNWELL

Dunwell ranks as the second property of Portland Canal area. There has been considerable talk of Eastern interests buying control at $6 per share and the stock had a very spectacular rise at Vancouver. However, of late a new and important discovery has been made and there is some reason to doubt if the owners will now sell. The property consists of 24 claims and fractions. The mine is very well equipped. No. 3 tunnel, driven in 485 ft., cutting the hanging the footwalls of the north-south vein which was drifted on. It also cut the Dunwell vein, and in all 1,200 ft. of lateral work was done. The ore showed good grade all the way, but better to the north. No. 4 tunnel was driven 200 feet lower and showed up very similar conditions. Assays of the latest find, made in an open cut, shows 239 to 700 ounces of silver, gold .15 to .88 ozs.

The Dunwell is now ready for the installation of machinery to extract the ore. Recently they extended their vein by turning a water course over it and washing away the earth, and found better ore than before. Samples show about $115 over five feet. Assorted samples went over 675 ozs. of silver.

VICTORIA MINES

This group of four claims adjoins Dunwell on the north, and development work is being pushed satisfactorily. It is figured that Dunwell's north-south veins must cross into its territory.

LAKEVIEW

Lakeview is on the east of Dunwell and an extensive amount of prospecting and development has been done. This is the third company to have the property. The first failed to find the vein. The second found it, but got low values, and the new interests after studying the geology extended the old workings and soon had a well defined 6-ft. vein with native silver. The find proved a good shoot, 65 feet long, from which assays ranging up to 0.72 oz. gold and 393.6 oz. silver to the ton were obtained. The two feet of ore on the hanging-wall could be broken to average $40 a ton and could be hand-sorted to a much higher grade; the three or four feet of the balance of the vein is of good milling grade. At 75 feet from the starting point the vein-filling was replaced by two small porphyry dykes for about 45 feet, from which point the vein was again drifted on to the face 50 feet, showing maximum values of 2.45 oz. gold and 96.9 oz. silver to the ton. This work proved the maintenance to this level of the high values shown in the surface exposures. As no further depth was obtainable in this drift it was decided to transfer work to a lower cross cut tunnel until a power plant had been installed.

Extensive surface work was also done on the extension of this vein, 300 feet west from the face of the drift. Here the vein was stripped and open-cut for a distance of 400 feet farther west, showing its width to be from six to eight feet. Three samples along the vein gave assay returns as follows: 30 inches wide, 0.115 oz. gold and 60.4 oz. silver to the ton; 48 inches wide, 0.04 oz. gold and 10 oz. silver to the ton; 12 inches wide, 0.04 oz. gold and 91.4 oz. silver to the ton: the three samples averaging over 25 per cent. lead.

L. & L. GLACIER

On the north fork of the middle fork of Glacier Creek one finds L. & L. Glacier mines, so named after two miners, Lee & Lockwood, who worked the claims. The ore is silver, lead, zinc, and No. 1 tunnel has opened up 162 feet of ore 18 to 24 inches wide. A cross-cut from No. 2 tunnel 140 feet below the surface, encountered the high-grade vein, the ore being of the same average width and appearance. A raise was driven between the two tunnels all in ore of the same average width and value, proving to the satisfaction of the engineer in charge that there is a solid vein of high-grade ore proven to depth. It is proposed now to upraise from No. 1 tunnel in order to stope out the ore above. It is also proposed to drive a No. 3 tunnel still lower on the vein and also to continue proving lateral extension in No. 1 and No. 2. Systematic assays of the ore across the vein have been taken. Assays averaged well over $200 per ton. Test ton shipments of mine-run ore have been made to the Trail and Selby smelters, giving returns of well over $200 per ton. Actual ore in sight is estimated at considerably more than $1,000,000.

RUFUS

Rufus Silver Lead was idle from 1922 to 1924, and real operations did not get under way until the past spring.

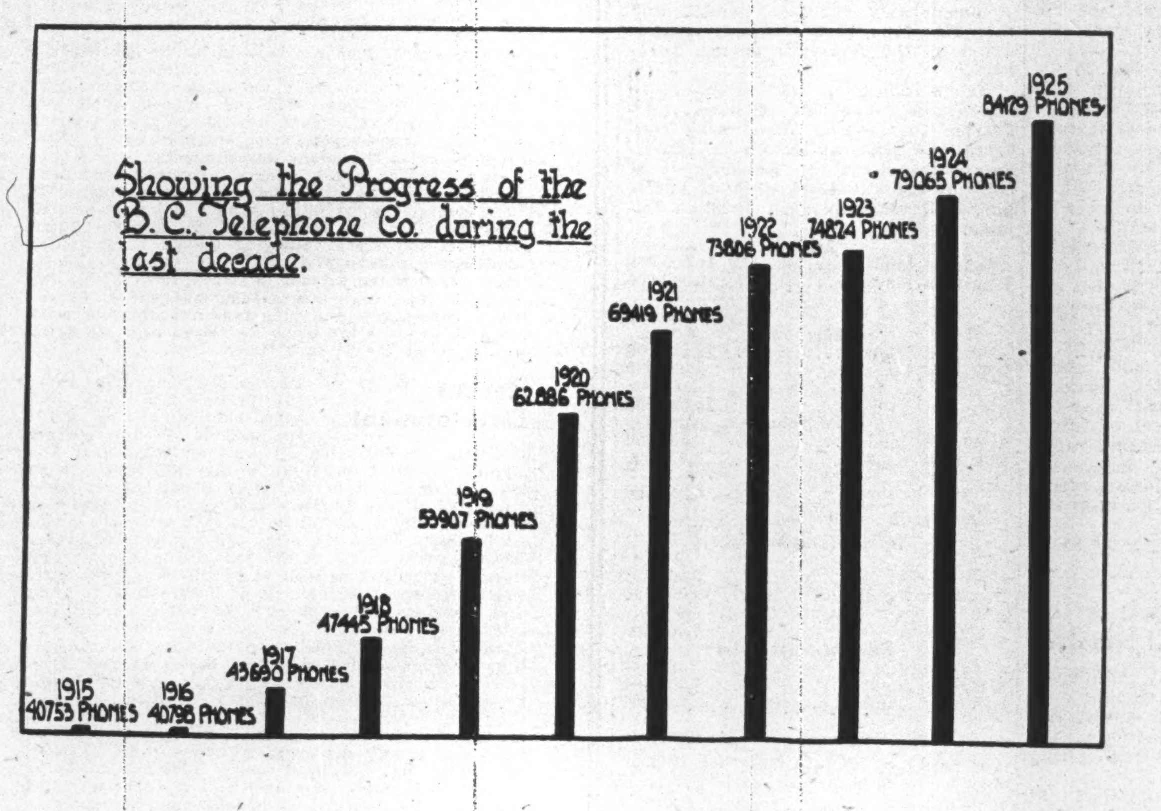
This property is up in Bear River.

(Continued on page 21)

The Telephone Business As a Yardstick

THE telephone business is one of the guides utilized by business men in measuring the progress of an area. When this yardstick is applied to southern British Columbia the results are of an encouraging nature.

The British Columbia Telephone Company serves an extensive territory which embraces Vancouver and the Lower Fraser Valley; Vancouver Island, including Victoria; the town of Kamloops; and the Kootenay section, of which Nelson is the principal centre. This system as a whole has shown an unbroken record of progress in the number of telephones in use every year during the past decade.



THE ratio of telephones to population is a factor of interest to the business man.

In the territory of the B. C. Telephone Company a comparison of this kind is unusually favorable. In Greater Vancouver, for instance, there is one telephone in use for every 4 inhabitants, while in Victoria Exchange Area there is also a telephone for every 4 persons.

This situation indicates that the people of southern British Columbia are progressive enough to appreciate the value of rapid, convenient, intercommunication.

B. C. Telephone Company

Belgium After Zinc-Lead

For a good part of a year Consolidated Mining and Smelting was a steady shipper of lead and zinc concentrates to Belgium.

Evidently the eyes of industrial Europe are on B. C.'s base metals, for not long ago a Belgian manufacturer and an Amsterdam resident were in B. C. trying to buy up concentrates.

R. R. Brunschwig, the Dutch representative, came from Minerala Co. of Amsterdam, Holland, a Dutch company which supplies concentrates to smelters in all parts of Europe. "There is a very definite shortage of zinc and lead, and we are looking to any part of the world that can supply the deficiency, because there is a large demand for the refined article in Europe," Mr. Brunschwig stated.

"We know that British Columbia has large deposits of both zinc and lead, and we had hoped that we might be able to secure shipments of concentrates at once. This seems doubtful, so far as I have been able to learn, but I propose to make a careful investigation of the prospects for future supplies."

Two Large Placer Operations Should Boost B.C. Mine Output

BRITISH COLUMBIA placer gold production, which has been increasing steadily the last four years, jumping from 11,660 ounces in 1921 to 21,037 ounces in 1924, will show a much larger increase for the best part of this year, it is expected. This should come from two large new operations, Kafue Copper Corp., Antler Cruku Cariboo, and the other is Wild Horse Syndicate in East Kootenay Rockies. Both are now operating.

Following six months' work last season of testing out apparatus, getting in shape, and hydraulicking, the Wild Horse Gold Mining Syndicate is now squared away and well into a seven-months operating season that will be followed by its first clean-up. For three months now, two big monitors, one shooting a six-inch stream, and the other a 6½ inch, have been plowing up the boulder-bedded "cement" on the right bank of the valley of Wild Horse Creek, the East Kootenay Rockies, to fill the sluice-boxes.

William Astor Drayton, of New York, a counsin of Sir Henry Drayton, the leading figure in the capital behind the syndicate, and its manager, states the syndicate's geologists estimate 40 years of operating full blast ahead, and he estimates that with the valley known to have yielded $30,000,000 in the past, with bedrock only obtained on two bars, at least that sum is in the "earth" remaining.

Leases Extensive

The company's leases cover six miles of valley, and the hydraulicking operations have begun at the lower end, with the water conveyed from the dam at the upper end by ditches down the two sides of the valley. Altogether there are 12 miles of ditches and flume. Eventually flume will entirely replace the ditches.

It is the intention to increase the nozzle power in two or three years' time, to three monitors of 10 inches each, and when that stage arrives, all the water in the creek will be used.

A purchase begun last fall has just been completed, whereby the syndicate has acquired the leases of the Champion Gold Mining Co., on Boulder Creek, a tributary of Wild Horse Creek. Boulder Creek has not been "worked," but remarkable nuggets have been obtained. On some computations, with this additional ground, the company has 60 years' operation ahead. The share capital of the Wild Horse Gold Mining Syndicate is $200,000. That of the Champion Company was $100,000.

Employing Dredge

In Antler Creek in the Cariboo country, British Columbia's only dredge is busy cutting into the gravels of a stream which made history in the old days when the Cariboo was at the height of its glory. The past spring saw the big dredge put into operation by the Kafue Copper Corporation of London. It is reported to be making splendid returns, although no official report on its recovery of gold has yet been made.

Initial cost of putting the dredge on the grounds and in operation was $180,000 and that amount of money will be withheld from the first returns to reimburse the Kafue Company, which is working the ground on a royalty basis.

The property owned by C. W. Moore and J. C. McLaren, has been drilled and the company announced that results indicated the availability of 1,500,000 cubic yards on Antler Creek averaging 50 cents a yard and 3,000,000 cubic yards on Cunningham Pass Creek averaging 25 cents per yard.

Endless Chain Method

Buckets for the dredge, weighing half a ton each, are arranged on an endless chain and have a capacity of four cubic feet each, giving the dredge a capacity of 2,000 cubic yards a day of three shifts. The plant is equipped to dig gravel to a depth of 50 feet.

The tailings stacker is 100 feet long. Water for washing is supplied by a 10-inch high pressure centrifugal pump capable of delivering 3,000 gallons a minute. A second pump supplies water for cleaning up and fire protection.

A sawmill erected on the grounds by the company in 1924 cut the lumber for the dredge and the camp buildings. Machinery was supplied from San Francisco.

Prior to the present enterprise of the Kafue Corp. several different types of dredges have been operated on the Fraser and its tributaries since 1895. Generally, according to Dr. W. A. Johnston, their record was one of failure. The chief causes were haphazard dredging on the assumption all the gravel is profitably gold-bearing, which is far from being the true state of affairs. The remedy is thorough exploration with a drill, as the Kafue Company has done, before dredging is attempted.

Many Chances Remain

Much of the gold was "flood gold," and comparatively little occurs below the low-water mark. The pay streak, as a rule, is generally near to the surface in parts of the river bed exposed at low water, and is best developed at places, such as the upstream side of the bars, where conditions are favorable for the concentration of fine gold. It is usually only a few inches to two or three feet in thickness, and is very unevenly distributed. The rich parts were largely mined out in the early days. The dredging operations showed, however, that there are in places gold-bearing bars that are submerged at low water.

There are probably many of these that have not been mined on the Fraser and Quesnel Rivers, but whether they would pay for mining by dredging can be determined only by systematic prospecting with a drill. Some coarse gold has been found in the Fraser at Cottonwood Canyon above Quesnel, and at a few places lower down, above and below Lytton, and this fact suggests that concentration of coarse gold may occur on bedrock or on impervious beds beneath the bars in the bed of the river.

New Westminster Mill Is Nearly Mile Long

One of the greatest lumber mills in the world is that of the Canadian Western Lumber Company on the Fraser River. It is located above New Westminster and is known as the Fraser Mills throughout the lumber world.

Almost a mile of waterfrontage on the river is occupied by the huge plant for mills, wharves and booming grounds.

Spectacular Metal Deposits of Portland Focus Attention

(Continued from page 20)

There are fine surface indications, but little has been done because of lack of funds. They are now doing some exploration work.

TERMINUS

Some good ore has been opened up on this mine situated on American Creek. Results to date have been most encouraging.

B. C. SILVER

British Capital is represented in Portland Canal by control of B. C. silver held by Selukwe, London, and adjoins Premier on the north. Premier holds quite a block of shares and there is considerable talk of the two amalgamating.

Early in the year diamond drilling on No. 3 level cut an important ore body, 58 ft. of ore, which indicates an ore body 45 ft. wide. The core averaged $22.80 for 10 ft., 13 ft. of $30, and 9 ft. $40. Further drilling has been done. Premier owns about 40 per cent. of the stock and is exploring it. Control, 51 per cent., is held by the Selukwe Mines in England. It is understood Premier has made various offers for control, but these have not been accepted. They have shipped 110 tons this summer, which averaged $110 a ton. They are practically ready to ship permanently and it is now considered a proven mine. They have picked up excellent ore bodies with diamond drills.

SILVER CREST

At the head of Salmon River Valley, Silver Crest has eleven claims. They were first operated in 1920, but then lay idle until last year. Some very high assays were secured from open cuts and tunnel work done to date has given very satisfactory results.

UNION SILVER

This property adjoins the L. & L. It has a 500 ft. showing, surface samples running over $200 in several places. The vein is a foot wide on surface. They were able to tunnel at depth of 70 feet, on vein, and picked up 5 feet of ore of varying values, indicating width at depth. Interests are similar to Terminus.

INDIAN MINES

Indian Mines disappointed many, mostly Easterners, where it was financed. A great deal of development work was done on this property. It seems to be a question of whether or not the gold, silver, lead ores, running $15, can be made profitable. They are fairly extensive.

ATLIN SILVER-LEAD

Atlin Silver-Lead is 10 miles from Atlin and has possibilities of becoming a good producer. A compressor has been erected. Assays run 60c. gold, 5.55 oz. silver to the ton, and 5.4 per cent. lead, but it is understood that deeper work has since opened up ore much richer in gold.

GRANBY CONS.

Granby Consolidated has a varied production, running 6.196 oz. gold, 411.341 oz. silver, 35,992,726 lbs. copper in 1924, and making a total of gold, 65,393 oz., silver 3,452,350 oz., copper 292,424,500 lbs., coke 57,000 tons, 426,000 Imperial gals. tar, 1,300,000 lbs. ammonium sulphate, 110,000 lbs. ammonia liquor, 108,000 gals. motor fuel, 6,000 gals tar paint, and 12,000 lbs. naphthalene.

During the past year the company started shipments from Outsider Mine, and started its new 1,500-ton concentration at Anyox plant. The Outsider shipped 27,940 tons of siliceous copper ore, averaging about 1.35 per cent. copper. Practically all this tonnage was mined between the 900-foot level, working-tunnel, and the 1,070-foot level (above) accounting for the low copper content of the ore.

Development consisted of 160 feet of drifting on the 900-foot level, 100 feet on the 1,295-foot level, and about 180 feet of chute raises from the working-level (900 feet) preparatory to shipping from the upper levels where the ore has been proven to be of better grade.

The new concentrator started treating about 500 tons a day and producing a 9.6-per-cent. copper concentrate and was gradually increased until it reached between 1,200 and 1,300 tons daily, which was maintained. A 2,000-ton daily capacity will soon be reached.

The smelting of the concentrates was found to be expensive and unsatisfactory and are shipped to Tacoma. Sintering experiments are being made. Another innovation is the screening of the fines from the ore sent to the smelter and treating them in the concentrator.

Diamond drill prospecting added 798,000 tons to reserves in 1924. High-grade reserves total approximately 8,500,000 tons, averaging two per cent. copper, decrease of only 130,830 tons for the year. Diamond drill exploration is being continued.

MARMOT METALS

Marmot Metals has been incorporated to take over Montana group, on Marmot River, Portland Canal. Assays taken returned as high as 1616 oz. silver, with good gold and heavy lead content. A large mineralized zone from 100 to 200 feet wide traverses the entire length of the four upper claims, below which two veins five to six feet wide, carrying high grade ore, have been located, and to an extent developed. These two veins head directly for the big zone, and at their intersection with it should make large and valuable ore bodies. Owing to the nature of the ground, great depth can be easily obtained.

BONANZA MINE

One of the most famous mines in the Portland Canal district, long tied up by litigation, will be worked again, a newly organized company having taken a bond on the Spider Mine, Salmon River, and the adjoining claims known as the Web group. They will be worked together as the B. C. Bonanza Mine.

Connaught Tunnel Lined With Half Million Sacks of Cement

WITHOUT interruption to the steady stream of passenger and freight traffic which pours westward and eastward through the "big hole" in its transcontinental course over the Canadian Pacific Railway, the lining of the famous Connaught Tunnel was completed early this year.

The little town of Glacier as it stands to-day was virtually called into being by the lining of the "big hole," as the tunnel is familiarly called in the best engineering circles. Perched high up on the crest of the lofty Selkirks, with half a dozen of the finest mountain peaks in the Universe hunching their snow-clad shoulders about its rows of trim brown homes, Glacier has become a centre of great interest. Three and a half miles distant from the little construction centre hangs the great Illecillewaet Glacier, and two miles nearer nestles Glacier House, one of the first mountain resorts to be built, and the popular Mecca for almost forty years of nature-loving summer tourists.

Engineers, foremen, carpenters, machinists, drillers, electricians, laborers, and train crews, have made up the wage earners among the 500 men, women and children who constituted the town's directory during the lining of the tunnel, which was undertaken in 1920.

The lining of the tunnel, which represents the biggest engineering job of its kind on the American continent, has taken almost 500,000 sacks of cement. The tunnel, which cuts under Mount Macdonald, is five miles long, and the lining, twelve inches thick, extends through its entire length. Owing to the remarkable ventilating system of the tunnel, which in itself is one of the most interesting features of the tunnel, men were enabled to work in the very heart of the "big hole" with 6,000 feet of mountain between them and the blue sky. It is this ventilating system, consisting of two huge steel fans driven by two 500 h.p. semi-Diesel engines and situated at the western portal of the tunnel, that enabled freight and passenger trains to pass through with practically no discomfort either to passengers or crew, and for workmen to remain at their tasks within the tunnel for eight consecutive hours without detriment to health or vigor.

With the completion of the lining, the Connaught Tunnel stands as one of the finest and most complete engineering jobs in the universe. Undertaken in the name of safety, the Connaught Tunnel has always been a "safety first" proposition. Throughout its construction days, during the eight years it has been in operation, and the four years it has taken to line it, it has been singularly free from accidents.

With the opening of this underground short-cut in 1916 the railway overcame the many difficulties which the old Rogers Pass route had presented. Track curvature to an amount corresponding to seven complete circles was eliminated; the summit attained by the railway was reduced by 552 feet; trackage was shortened by four and a half miles, and more than four miles of snow sheds which had been necessary on the slopes of Mount Macdonald were dispensed with.

New C.P.R. Pier in Vancouver Cost $5,000,000; 1,100 Feet Long

FAST nearing completion on Vancouver's busy waterfront is the $5,000,000 deep-sea pier being constructed by the Canadian Pacific Railway.

This new 1,100-foot pier, which is the largest pier of its particular type in the world, will have berthing accommodation for the company's four big trans-Pacific passenger liners at one time, with sufficient space along its outer end for the largest B. C. coast steamer, and in general design, construction and freight handling facilities, will be an up-to-date acquisition of the many other waterfront improvements which Vancouver is demanding as a world port.

Over 5,000 concrete piles, ranging in size from 50 to 90 feet long, will go into the construction of the pier, 50,000 square yards of concrete being required for the entire structure. Some of these "big sticks" weigh as much as 25 tons, and it was to handle these unusually large piles that "Tarzan," the largest floating pile driver in the world was built.

With the completion within the next few months of pile driving and the pouring of concrete for the deck of the pier, the superstructure, which will house offices and freight sheds, will be begun. The approaching ramps to the new pier will be so constructed as to give direct access to the heart of the city from the water front and at the same time will serve as arteries in the diversion of traffic from Granville Street to Burrard Street, in which direction the development of Vancouver's business district is gradually moving.

Orient is Big Buyer of Frozen B. C. Fish

Most of the frozen fish put up in British Columbia for export goes to the Orient. The records of frozen, salt and cured fish show that the largest shipments are made in the five months of October, November, December, January and February, hardly any exports being made during the balance of the year.

The packages are put up in 500 lbs. gross weight and the monthly totals of shipments range all the way from 2,196 packages to 46,363, the last few years showing that the total held to the higher levels.

Australia and New Zealand come second in this class of exports and the United Kingdom takes a small quantity of this class of fish, though the Old Country finds the canned salmon too much to its liking to bother much with the frozen, salt and cured variety.

Atlantic ports in the United States have also taken small shipments of this class of fish from British Columbia.

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This property which is located north of the famous PREMIER is now in operation, and the first SHIPMENTS of ORE have just been made.

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Britannia Mine Came Into Being As Result of Huge Gamble on The Part of New York Banker

Like the Sullivan it Also is a Product of Metallurgical Study and To-day is Empire's Third Largest Copper Producer.

BRITANNIA Mine, 30 miles from Vancouver, is one of the three greatest copper producers in the British Empire. For years it was a huge white elephant, noted the world over for its immensity, but commercially useless. Optimism and perseverance of a New York banker and the advance of science made it a great industrial enterprise.

A trapper discovered the mine away back in 1898. It passed to Victoria people, and, in 1899, a syndicate was formed of 10 men to acquire 70 per cent. interest.

Each member of the original syndicate in the first place subscribed $1,250 for 10 shares at $125 par value each, and later for a second allotment of the same number at the same price. Later each of the men who went into the syndicate had an opportunity to sell original shares that cost $125 each for from $800 to $1,500 each before a single pound of ore had been shipped from the property, except such quantities as were taken away as samples.

Got $1,500 a Share

Technical knowledge was first applied to the Britannia mine when George Robinson of Butte, Montana, joined the group. With Henry Stearn, banker of New York, Robinson secured controlling interest of the stock in the syndicate at the rate of $1,500 a share. He carried on systematic underground work, built an aerial tramway two and a half miles long to carry ore to a concentrator on the beach, bought a smelter on the east coast of Vancouver Island at Crofton, reorganized the company with increased capitalization, and then sold to Messrs. Moore and Schley, bankers of New York.

It was under Robinson's administration that metallurgical idosyncracies of the Britannia ore were made manifest. He proved conclusively that water concentration was not a practicable means of treating the ore and in those days oil flotation was unknown. The copper sulphide ore did not lend itself to water concentration, owing to the specific gravity of the chalcopyrite and iron pyrite being so nearly alike and the further fact that the brittleness of the chalcopyrite caused it to slime and pass off with the tailings.

Robinson further demonstrated the fact that although the mineralized zone on the Jane and Fairview mineral claims was of very considerable extent yet the ore did not contain sufficient values to warrant smelting direct.

Company Organized

It was during his administration also, that the Britannia Mining and Smelting Company was organized. Boscowitz, who had obtained the property for "a song" from Furry and had sold a seven-tenths interest for a goodly sum, received $100,000 for his remaining three-tenths interest from the reorganized company.

Then in late 1906 came Grant B. Schley into the history of the company. A large ore body of doubtful value had been proved. No one knew how to handle it. Britannia was a big proposition and a big problem and Schley set about the business of solving it with rare courage and enterprise.

He had made up his mind either to prove the existence of a real mine or to prove that it had no value commercially.

Faced with a most discouraging metallurgical problem, he launched upon a policy of aggression, which involved expenditure of a large sum of money. He took into his service highly efficient men of technical knowledge who were willing to gamble, in the success or failure of the property, their standing as professional men. In a sense, they were risking their "capital" which is reputation as courageously as Grant Schley gambled his money.

Tide Changed

From 1907 until 1911 there was continuous large outlay of capital as exploratory work was carried out on the huge mineralized zone. For all the workers knew they might not find in the whole mountain ore sufficiently high grade to warrant such large scale operations.

But in 1911 the tide of fortune changed and bore the enterprise along to great success. Schley, who had "bucked the tide" for so long, was just in position to make the most of the changed current in the mine's affairs.

After four years of drifting and cross-cutting his engineers found orebodies within the mineralized zone that carried sufficiently high values to justify expectation of some success in smelting.

Then came the announcement and practical application, in Butte and Utah, of the revolutionary oil flotation method of concentration. It became possible to operate the Britannia or any other copper property carrying less than about from 80 to 100 pounds of copper to the ton.

Oil Flotation Adopted

The Britannia Company at once made arrangements with the Minerals Separation Company for the right to use their patented methods in the oil flotation system, with the result that instead of being compelled to operate the property on the basis of direct smelting of 2,000 tons of ore daily and from those enabled to mine and treat about 2,000 tons of ore daily and from those operations derived satisfactory profits.

From 1912 the mine has gone forward, but not without tribulations. Flood and fire have visited its workings, the first in 1920 when torrential rains swelled Britannia Creek and many lives were lost when pent-up waters burst through a fill and swept the townsite at Britannia Beach clear of houses; and the second in March, 1921, when fire destroyed the mill.

But determination to succeed has been steeled by adversities and Britannia has rebuilt a new and finer settlement of homes—real homes—and a new and thoroughly up-to-date mill, the last word in modern milling machinery and efficiency.

It was designed by Fred Bradley and his associates, who designed also the concentrating plant at the Bunker Hill and Sullivan mines in Idaho, the Juneau Alaska Company's concentrating plant in Juneau and other important concentrator mills throughout the west and south.

To-day the Britannia mine has almost 50 miles of underground working openings. The lowest level from which ore has been extracted is about 2,000 feet below the summit or outcroppings of the ore body and about the same height above sea level.

Gravity Carries Ore to Mill

The contour of the coast range upon the Britannia property has been favorable to mining operations. All ore broken is automatically transported by gravity down raises or chutes from levels about 2,000 feet above sea level instead of having to be hoisted from levels below, and as is usually the case in mining operations. When one considers that there are still more than 2,000 feet in depth of virgin ground before sea level is reached one can readily appreciate the advantages.

Starting about 200 feet above sea level an adit or tunnel about 5,000 feet long has been driven for the main hauling drill so that ore is transported from all the workings above and is delivered by means of an electric railway on to the grizzly floor of the mill.

This long tunnel, known as the 4,100-foot level, is connected with the 2,700 level by a rock raise driven on a 65 degree incline approximately 1,500 feet in height. All the mine workings above the 2,700 level are connected with that level so that ore taken from any of the upper stopes is transported automatically by gravity down a series of rock raises to the crusher station on the 1,800 level. This is the assemblage point and it has a crushing capacity of 2,500 tons per day. The crushed ore is transported by gravity from the 1,800 to the 4,100 level and thence to the mill. Still using the force of gravity it descends from stage to stage through the plant from the grizzly at the top to the concentrators and sacking room below.

The flotation concentration process is interesting in that after agitation the sulphide portions of the finely divided composite adhere to very minute bubbles of oil and float on the surface of the machine cells. While these are floating, the surface is scraped and the material goes as concentrates to the settling and drying equipment, which reduces the moisture from 50 per cent. to 10½ per cent. In this condition the product is stored for shipment to the Tacoma smelter.

Stump Lake Area of the 80's May be Revived Once More

THERE is talk of reviving Stump Lake section of Nicola division, a camp discovered in the eighties of the last century and in the years 1886 and 1889 nearly all of the development work now in existence was done. During that period half a dozen properties were in full swing and hopes were high as to the future of the district. Ore that would stand shipping being scarce and adequate milling facilities not being available, the camp, at about the end of the years specified above, was shut down, and but for one spasmodic attempt to open up the Donohue Mine in 1915, when not much development work was attempted, has remained idle ever since.

The Middlesboro Collieries are located in Nicola section, and in 1924 produced 60,408 tons, about half capacity. Keystone coal also operated in a small way.

LUCKY MIKE

Lucky Mike Mine, 12 miles north of Nicola, has shipped small quantities of gold, silver, and bar ore.

EMANCIPATION

Emancipation, in Yale section, has had a checkered history. An inadequate mill, attempts to operate without sufficient ore being blocked out, and other causes, have all militated against a successful career. It is said to be a gold property of considerable merit and some exceptionally high-grade ore was shipped at one time by the original owners. Lately it was reported bonded to a syndicate from Bellingham, Wash.

EMPIRE GROUP

A new discovery of copper ore was made on the Empire, Highland Valley section, Ashcroft division.

This property was staked by J. N. J. Brown, of Vancouver, and bonded to a Seattle syndicate for a substantial sum. At the discovery some very nice-looking bornite ore was exposed on the surface. Its actual extent and grade is unknown.

HOMESTAKE

The Homestake is in Adams Lake section, Kamloops.

Until the present operators of the property took control nothing much was known of the ore lying to the west of the fault shown on the map a few feet to the west of the main crosscut from the surface. Since then continuous ore has been proved up beyond this point for nearly 200 feet. This ore consists of a replacement of the schist, there being a central seam of high-grade silver-bearing material with the wall-rock on each side of it carrying lower values in silver. As an example of the values, the results are given of the samples taken in the crosscut to the south of the main drift, where the vein was cut. These are as follows:

Description	Gold Oz.	Silver Oz.
Across five feet on hanging-wall	Trace	11.2
Across two feet high-grade seam	0.06	109.0
Across five feet on foot-wall side	Trace	11.2

On the surface immediately above the point where these assays were taken there is an outcrop of high-grade ore. A sample across two feet assayed 0.10 oz. gold and 88.5 oz. silver to the ton. A Brunton survey indicates that this ore is identical with that in the crosscut below. The dip of the ore in each case is 30 deg. (identical with the formation) and the distance apart of the two places sampled is about 165 feet on the slope of the vein.

The main silver-bearing minerals would appear to be grey copper and galena. The zinc present does not, according to the tests made, contain much silver.

Development work is not such that the actual amount of ore in sight can be accurately measured, but it is estimated that there is around 20,000 tons of 30-oz. (silver) ore available.

Bush Fire Endangered Many Old Slocan Mines

From Our Own Correspondent

KASLO, B. C.—Final damage to mining properties in the Slocan from the great Whitewater fire appears to be almost negligible. The burning of the new camp of the Metals Recovery, Ltd., costing $2,000 to $3,000, will temporarily retard the operation of the mill this new company built to recover values from the tailings of the old Whitewater and Whitewater Deep Mines, the mill fortunately being saved.

Though repeatedly threatened, the new bunkhouses and surface buildings of the Whitewater were not damaged, this property now developing its strike at 1,600 feet—the deepest pay ore known in the Slocan.

Buildings of the Lincoln property on Spring Creek went, this having last been worked three years ago.

Lower buildings at the C. P. R. track, of the Utica Mine, were saved. The mine buildings themselves were not seriously menaced.

The Lucky Jim, now one of the big operators again, was in danger at a late stage of the fire, but the flames were stayed. It is shipping steadily to its recently purchased Rosebery mill on Slocan Lake.

Saving of C. P. R. trestles, repeatedly afire, kept transportation for the mines on the map. The entire area burned is seven or eight miles in length, and five or six wide.

General view of the Britannia Mining and Smelting Company and Mill. In the foreground is the general office, hotel and store. The ore is brought from the mine by cable and dumped on the heaps seen to the left of the mill. This mine is 22 miles from Vancouver and is one of the largest copper mines in the world.

Forestry Development Active in Vancouver Island Areas

RENEWED activity in the northern section of the Esquimalt and Nanaimo Railway's land grant on Vancouver Island is now in evidence as a result of the recent acquisition by the Great Central Sawmills, Ltd., of 10,600 acres of rare timber lands in and around Great Central Lake.

As a result of this deal, which was one of the largest in the history of the lumber industry in British Columbia, the little town of Great Central is fast springing up at Boot Lagoon and the E. and N. Railway has already completed the six miles of extension into this point from the Alberni branch of its line. With the construction of the lumber company's mill, the building of railway sidings, and other necessary extensions, Vancouver Island's latest industrial city is rapidly taking shape.

The original plan for a 75,000 foot capacity cut has since been increased by the Great Central Sawmills to 100,000 feet, and it is expected that the new mill will employ from 100 to 125 men, the entire deal representing an investment of approximately $1,000,000.

There are now 80 mills on Vancouver Island, about 30 of which have a daily capacity of 25,000 feet or more, which are feeding lumber and various lumber products into markets in all parts of the world, in addition to a heavy domestic trade. Reconstruction in Europe since the war has built up a large export cargo business from Vancouver Island, and there is also a good steady demand for B. C. lumber products in Australia, New Zealand, India, South Africa, Egypt, China and Japan, with occasional shipments to South America.

The development of the lumber industry on Vancouver Island is closely linked up with the history of the Island's original railway, the E. and N., running between Nanaimo and the city of Victoria, and which is now subsidiary to the Canadian Pacific Railway.

Of the vast timber lands granted to the original E. and N. Railway by the Crown by way of subvention for the construction of the original main line from Victoria to Nanaimo, about 1,000,000 acres are still unsold.

Officials of the E. and N. Railway have recently made the interesting and important announcement that in future all timber lands sold within these grants will be disposed of with the idea that the timber cut should be manufactured into lumber on the island, which should prove a powerful feature in attracting capital towards the development of lumbering and other industries within Vancouver Island's finest standing timber.

At the present time the E. and N. Railway has a cruising party north of the Nanaimo River and Lakes, and it is expected that this season will see the completion of this particular piece of work. Last year the area south of the Nanaimo River and Lakes, containing upwards of 50,000 acres, was cruised and found to contain nearly 1,000,000,000 feet of excellent timber, of which over 72 per cent. is fir.

There is considerable demand at the present time for limits in the Comox, Cowichan, and Alberni districts, according to Newton J. Ker, land agent for the company.

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Vancouver is Growing

Business conditions in British Columbia are upon a sound basis. Expansion is continuous and conservative. The three large department stores in Vancouver are each adding big modern buildings to their premises to take care of trade already in sight. There are but few vacant houses in the city. Vancouver, of course, is the gateway of Western Canada and as the country grows this city rises with it. Investments here yield larger returns with the same safety as lower yielding eastern securities, because interest rates are higher in the West.

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Increasingly Large Amount of Building Construction Indicates Growth of Population Around Vancouver

STEADY expansion in Vancouver and suburban areas is indicated by the building record of the current year. There has been a big increase in building in the city and activity in the suburbs also has increased, the value of permits issued being doubled.

It is estimated that nine new homes are being completed every day in Vancouver.

In the suburban areas aggregate value from January 1 to June 30, 1925, reach a grand total of $5,806,167, while for the corresponding period of 1924, $2,946,178 were issued.

A comparative list of the aggregate value of permits issued for the period for the several districts follows:

Point Grey, 1925, $3,105,500; 1924, $2,000,000.

Burnaby, 1925, $1,734,080; 1924, $266,766.

South Vancouver, 1925, $557,055; 1924, $368,117.

New Westminster, 1925, $239,755; 1924, $181,820.

North Vancouver, 1925, $90,842; 1924, $100,242.

North Vancouver district, 1925, $79,437; 1924, $49,235.

Big Oil Service Station

Building activity in Point Grey and Burnaby is creating new records and this without taking into consideration the Union Oil Company's permit for $1,250,000, which accounts for the enormous increase in the aggregate for the latter municipality, where general building has advanced 82 per cent.

South Vancouver, North Vancouver District and New Westminster, each in turn, show an appreciable gain in home building and in new industries. North Vancouver District is the only one revealing even a slight falling off.

As a result of the increasing number of automobiles, new gasoline stations are springing up in every district and many owners of what were formerly vacant corner lots, are now receiving rentals from this source. The General Oil Company, Limited, is now established in Vancouver, and the Union Oil Co. of Canada, which has been here some time, has acquired some 65 acres of water frontage and abutting property at the easterly end of the municipality of Burnaby, and a contract has been awarded for the initial work in connection with the construction of a $1,250,000 oil refining and storage plant said to be the first unit of what will be a $5,000,000 plant. The Shell Oil Company is also reported to be starting construction of a large oil storage and supply depot on the north arm of the Fraser River in New Westminster, and it might not be out of place to state that this season's tourist travel has started in earnest and is expected to exceed all previous records.

Building continues active in all sections and in addition to many apartment buildings now under construction, many of the larger houses, particularly in the west end, are being converted into suites in order to meet growing needs.

Shortage in Offices

There is now an actual shortage of office accommodation in Vancouver which is expected to lead to the erection of new office structures or increased rentals. Just before the war broke out, Vancouver completed many large office buildings which lay almost idle during the war, but these have gradually filled up.

Sale of the Winch Building to the Dominion government for post office and other government office business, together with the acquiring of the Molsons Bank Building, and the Bank of Montreal Building, at the corners of Seymour and Richards Streets, on Hastings Street by David Spencer & Co., augur a scarcity of office accommodation and a consequent stiffening of office rents, it is reported in building agency circles.

Office rents, which have been abnormally low in Vancouver in comparison with rents in other large cities, are due for a sharp increase, it is rumored.

Owners of office building property have been struggling for the past 10 years, it is claimed, with a combined problem of low rents and high taxation, and few buildings in the city have done better than pay their way.

On the other hand, many businesses, notably in the commission and agency line, have had the advantage of doing large business on low rentals and have escaped business taxation altogether, the whole burden being carried by the properties in which they have their offices.

Building owners, individually, it is stated, are looking for some relief in the prospect that demand for office space will justify a reasonable increase in rentals. Collectively they have been demanding for some time a broadening of the basis of taxation which will reach the class of occupants mentioned.

Additions to the three largest department stores in Vancouver are under way. The Hudson's Bay Company, David Spencer's and Woodward's, are all greatly enlarging their properties.

Building Gains Steadily in City of Vancouver

THE following table shows annual building values in the city of Vancouver.

1914	$4,484,476	1919	2,271,411
1915	1,593,379	1920	3,709,873
1916	2,412,889	1921	3,045,132
1917	768,255	1922	8,661,695
1918	1,440,384	1923	6,277,574
1924			6,230,774

The first six months of 1925 indicate a total already greater than that of any of those shown above. Permits issued in Point Grey and other municipalities of Greater Vancouver are not included.

The Entrance to Vancouver Harbor

Vancouver's activity as a port has increased four-fold since the end of the war.

This is Fortieth Anniversary of the Telephone on the Coast

THE story of British Columbia's growth is told in the record of the telephone on the coast.

A year after the telephone was patented, southern British Columbia had a line in operation, and telephone development is to-day a noteworthy feature in the progress of that section of the province.

Southwestern British Columbia, where the greater part of the population of the province is concentrated, receives its telephone service from the British Columbia Telephone Company. The territory of the corporation includes the coast area from Vancouver south to the boundary, inclusive of the lower Fraser River Valley; Vancouver Island, where Victoria is the chief centre; and the Kootenay district, in which Nelson is the largest community. The company also serves the town of Kamloops.

The statistics of the company show that in the last ten years the number of telephones in use within its system, which now includes a total of fifty-two exchanges, has more than doubled, the number on June 1 of this year being 84,129.

It was in 1876 that Alexander Graham Bell was granted his patent for the telephone invention, and in the following year the first telephones were in use in Victoria, the initial line being constructed between W. J. Jeffree's clothing store and W. J. Pendray's soap factory. The year 1880 saw the Victoria and Esquimalt Telephone Company organized to give Victoria a telephone service, the original capital being $5,000.

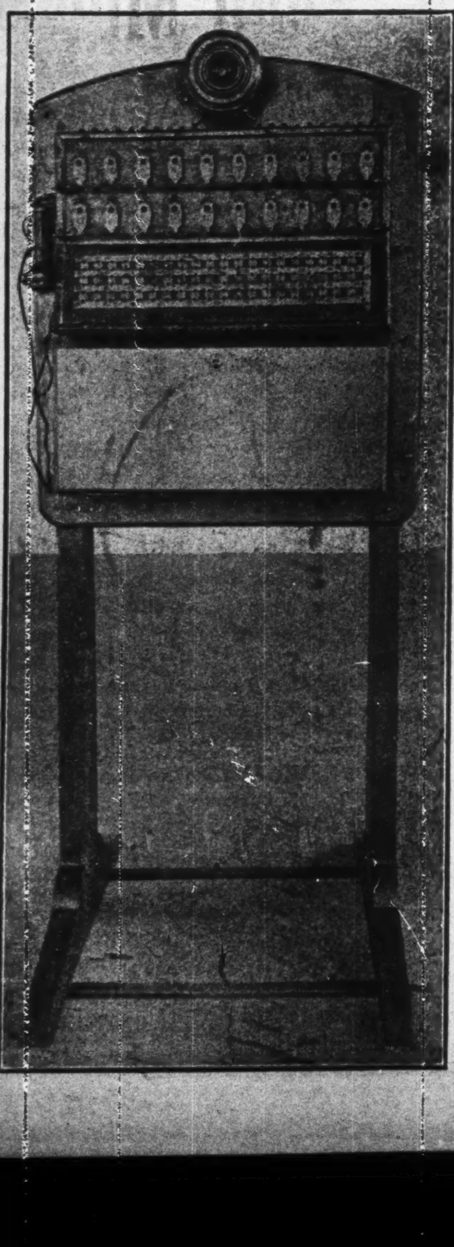
Telephone development on the mainland of British Columbia was slower in commencing, and it was not until 1884 that the New Westminster & Port Moody Telephone Company was incorporated to provide service between New Westminster and Port Moody. What inspired the formation of this company, with its modest capitalization of $5,000, was the stipulation of one of the contractors on the C. P. R. construction project that the abattoir supplying him with meat must have telephonic communication with Port Moody and New Westminster.

When Vancouver was selected as the terminus for the C. P. R., the New Westminster & Port Moody Telephone Company had its name changed to the New Westminster & Burrard Inlet Telephone Company, and brought the Burrard Inlet settlement into its system. From the original telephone organizations on Vancouver Island and the lower mainland the B. C. Telephone Company has evolved.

For many years an advertisement in a daily newspaper served as a telephone directory, and it was the general custom to cut this list out and paste it beside the telephone. The B. C. Telephone Company now publishes four directories twice a year, these being for Vancouver and Mainland, Victoria and Island, Kamloops, and Nelson. The 350-page Vancouver and Mainland directory, of which over 72,000 copies are printed, stands out in contrast with the column of newspaper advertising, which, in 1889, was sufficient to accommodate the total listings of Vancouver and New Westminster.

Within Greater Vancouver, which includes the surrounding suburban exchanges, there is a telephone in use for every four inhabitants, while in the Victoria exchange area the comparison also works out at one telephone for every four persons.

Phones Show B. C.'s Growth



Between Vancouver's first telephone exchange (shown at the right) and the thirteen exchanges in Greater Vancouver to-day stands a story of forty years of great development. The telephone tells the story of any city's growth and it well tells the story of the development of Vancouver and British Columbia.

The first switchboard, here shown, was operated in Tilley's bookstore, on Carrall Street, until 1886, when the quarters were destroyed by fire. Only the switchboard and a piano were saved, and the former now holds a prominent place in the Vancouver public office of the B. C. Telephone Company. Six stories above this interesting curio there is a staff of employees which sends out monthly bills covering over fifty thousand telephones in use in Greater Vancouver, as contrasted with the three telephones in use at the time the switchboard was rescued from the fire.

Above is a corner of the Seymour Exchange of today.

Common Sense is Good Guide for Those Taking Flier in the B.C. Mines

Boom in Mining is Awakening Wide Interest in Stocks—Some Sound Advice to Aid in Making Choice

By **G. S. Rothwell,** Secretary, Vancouver Stock Exchange

AT THE present time, when so many people are investing or contemplating the investment of money in mining shares, a few remarks as to the best methods of safeguarding one's hard-earned savings, may not come amiss.

There is no doubt whatever that the present season will see a tremendous activity in mining—probably the greatest that this province has ever experienced — hence the great number of new mining companies which one hears about springing up in all directions, chiefly in the Portland Canal district, which has been so widely advertised by the wonderful success of the great Premier mine. Obviously, all the other mines in this district cannot be Premiers, but it is perfectly within reason that some properties will eventually prove up just as good, and probably better, and it is, therefore, up to us to use our best judgment in picking one or more of the latter.

Nearly everybody dearly loves to have a little gamble occasionally, and for that reason many people are contemplating buying shares in promising mining companies, but hesitate to commit themselves on their own judgment. There is the man who plunges and expects to clean up thousands. There is also the lady who wants to make enough to buy a new summer hat. You can't blame people for wanting to speculate. Some of our greatest commercial institutions were the wildest kind of speculations to start with. It is not correct to say that speculation is wrong, because it is a sin to gamble, as the business world cannot get along without it in some form or another. A manufacturing company undertakes to produce a million articles of a certain grade and standard by a certain date, and it must speculate on the price of raw material and other matters beyond its control. An insurance company insures your house against loss by fire and consequently speculates against it burning down during a certain period. So speculation is very necessary for development, especially in a new country such as ours.

Use Common Sense

There is no such thing as a safe speculation, but a person can guard himself to a certain extent by using common sense in his selection of stocks. In the first place if you want to buy mining stocks and don't know which is the best, go to someone who does, just in the same way that you would consult a lawyer or a doctor, the only difference being that stockbrokers do not charge for giving advice. So by all means consult a stockbroker and see that he is a good one, who has some standing in the community, and is a member of the local stock exchange. The last qualification is very important, as all members of stock exchanges are bound by certain hard and fast rules as to professional conduct, rates of commission, etc., and can be very severely dealt with in the event of any irregularities being proved against them or their firms. So the investor gets this protection, which is sadly lacking in dealing with a so-called member of the "Curb" variety, who has all to gain and nothing to lose, and is here one day and has disappeared the next.

It is a fact that sometimes stock brokers are criticized for dealing in mining and oil shares of a doubtful character, but it should be remembered that all a reputable broker does is to execute orders, and if a certain percentage of the investing public insists on dabbling in this type of stock, the broker should not be blamed, as very often he simply does as he is instructed.

When looking over a prospectus of a new mining company, it is important to pay particular attention to the names of the men who form the directorate. Find out whether or not they are responsible citizens and business men, and if they know anything about mining. The actual property may be the best in the world, but without good management it is doomed to failure. Another point to be looked into is the transportation problem. There may be immense quantities of high-grade ore in sight, but if it cannot be economically transported to water or rail, it is not much use to anybody. Locate the property under consideration on the map and then judge for yourself of the transportation facilities.

Things to Ascertain

Find out also what the vendor receives for the property. If he is given a large block of stock in the new company, as is frequently the case, see if these shares are placed in escrow or otherwise tied up, so that they cannot be dumped on the market before the property has had a reasonable time to be developed. In other words, be sure that you are buying stock direct from the company, and that your money will be spent for development purposes only. Don't buy shares simply because they are cheap. Look at the capitalization and find out the number of shares that are to be sold to pay for certain necessary work.

Another important point is the engineer's report. There are many reputable mining engineers in British Columbia, and they will not sacrifice their good name by making a favorable report on a worthless property. I am aware that some engineers' reports are to some extent too technical for the layman to thoroughly understand, but anyone who really takes an intelligent interest in mining can tell whether a report is favorable or not and any company wishing to sell shares should have no hesitation in showing to prospective purchasers the report of their engineer.

In conclusion, I would say that at the present time, when everything points to a great forward movement in mining, the intelligent investor who takes a few precautions to safeguard himself, will be well repaid by giving financial aid to the development of the great potential wealth which now lies dormant in the many mineralized areas of British Columbia.

Vancouver, B.C.

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THE MINES OF BRITISH COLUMBIA

are making rapid progress and some are now shipping ore regularly. In addition to the Premier Gold Mine, which is paying 32% per annum, there are many properties that will also become dividend payers.

Development in the Portland Canal district during the past year has resulted in the discovery of many important ore bodies and shares in the mines of this Camp will ultimately give large profits.

If we can serve to guide you in buying mining shares, let us have your enquiries and we will give you an unbiased report on producers, developed prospects, or new properties which are about to commence operations.

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7 to 8% on improved properties.

BRITISH COLUMBIA BOND CORPORATION LTD.

H. E. Boorman, Managing Director

VANCOUVER VICTORIA NANAIMO

Sullivan Mine, World's Most Famous Zinc-Lead Producer, Stands Out As a Triumph in Metallurgy

Vast Ore Bodies Took on Their Real Value When Process Was Found to Separate Them From Iron and Lead Sulphides—Also Had Its Ups and Downs.

SULLIVAN Mine in British Columbia, owned by Consolidated Mining and Smelting, is one of the richest mines in the world to-day. Its ore reserves run into millions. This mine represents a triumph in metallurgy. Its lead-zinc deposits, which a few years ago were almost neglected, are today in great demand as a result of the discovery, after years of painstaking effort and study, of an electrolytic method of separation of the ores, and reducing them to concentrates. The great Kimberley Smelter of Consolidated resulted.

In May, 1892, Pat Sullivan, John Cleaver, and Mike Holland left the Coeur d'Alene country, in the state of Idaho, to seek their fortunes in the Kootenay Lake district in British Columbia. They were aided in their venture by James Cronin, afterwards locator and owner of the St. Eugene mine at Moyie. Two months later the party broke up, Sullivan and Cleaver crossing the mountains from Crawford Bay, on Kootenay Lake, to the headwaters of St. Mary River, the course of which they followed down to Fort Steele. Here they found a good deal of excitement about the North Star mine, and, joined by Ed. Smith, who was familiar with this part of the country, they determined to return and prospect in its vicinity.

On reaching the North Star they found all of the hill located, but, impressed with the exposure of galena there, they decided to continue their search, in the course of which they crossed Mark Creek and prospected on the other slope. The second day out; Pat Sullivan found the outcrop of the Sullivan vein almost directly opposite the North Star outcrop. Four claims were located, one for each of them and one for James Cronin, who next year came up to see these claims and also the North Star. At Fort Steele he heard of the St. Eugene ore and returned to Moyie, where he located the St. Eugene and Peter claims. Going back, he looked over the claim staked for him on Mark Creek and decided to abandon it and devote his attention to the St. Eugene.

In 1896 the Sullivan group was bonded to A. Hanson, of Leadville, but the bond was not taken up. It was then bonded to Col. Redpath, Judge Turner, and associates, who formed the Sullivan Group Mining Company.

Early Development

Up to 1899 the development consisted of surface trenching and shallow underground work. In 1898 and 1899 the Kimberley branch of the Canadian Pacific Railway was built to connect with the main line at Cranbrook. The year 1900 marks the beginning of systematic development and the first shipments of ore were made to the Hall Mines smelter at Nelson and to the Canadian smelting works at Trail. At the end of three years, after shipping some 4,000 or 5,000 tons, carrying 35 to 40 per cent. lead and about 15 oz. silver to the ton, it was decided that sufficient tonnage had been developed to warrant the erection of a smelter.

In 1903 construction was started and a smelter (of sorts) rose into being at Marysville. The following year this smelter was entirely remodelled. (Refer Annual Reports of Minister of Mines for 1903 and 1904.) Finally after smelting some 75,000 tons the smelter closed down for good late in 1907.

The reasons for failure to operate profitably have been attributed to insufficient development of the ore-bodies, lack of efficient sorting methods, and metallurgical problems due to the complex character of the ores, while the drop in the prices of lead and silver may have been a factor which discouraged further expenditures.

However, at the end of its smelting career, the Sullivan Group Mining Company became financially embarrassed with many creditors, the principal being the Crow's Nest Pass Coal Company, which obtained judgment under which a seizure was made, subject to the interest of the bond holders.

"In 1909 the bondholders and the creditors, including the Crow's Nest Pass Coal Company, reorganized the company under the name of the Fort Steele Mining and Smelting Company.

Leased to C. M. & S.

In December, 1909, the Consolidated Mining and Smelting Co. of Canada, took a lease and bond on the Federal Mining and Smelting Company's holdings in the Fort Steele Mining and Smelting Company. They immediately took steps to improve the grade of ore mined and installed additional sorting facilities on the surface. This had such a marked effect on the grade of ore shipped that further improvements in the sorting plant were made.

"The underground development and diamond-drilling convinced the officials of Consolidated Mining and Smelting that the mine contained a large tonnage of complex ore which would become valuable when a satisfactory process of extraction had been developed, also that there were high-grade ore-zones which could be worked during the interval and smelted for lead in a suitable smelter with a proper ore mixture. Subsequently, towards the close of 1910, the option on the stock of the Federal Company and on that of some of the other shareholders was exercised, and the control passed into the hands of the Consolidated Mining and Smelting Co.

After the acquisition of the Sullivan group and adjoining claims, the metallurgical problems were attacked in earnest and the output of the mine gradually increased until in 1914 the Sullivan became the largest lead producer in Canada, which distinction it has retained ever since. It may here be noted that during the Great War zinc was badly needed by Great Britain and her allies, which fact, no doubt, stimulated the efforts of the company's staff to arrive at a process by which the zinc could be separated from its intimate association with iron and lead sulphides and economically converted into a commercial product. No expense was spared in this direction by the company, and the results of the experiments were such that in 1915 construction of a large electrolytic zinc-refinery was started at Trail, and in 1916 regular shipments of zinc ore were commenced, since which date zinc has been one of the principal products of the Trail plant.

Up to 1919 the production was derived entirely from the upper workings, which are situated at an elevation of 4,500 feet above sea-level. Here the ore-bodies were attacked by a long adit-tunnel known as the 1,000-foot level, which has been driven into the hill for 3,600 feet and from which stoping has been carried up to the surface.

Two enormous ore-bodies separated by a zone of pyrite were encountered on this level, the downward continuations of which are now being developed on the 3,900-foot level. In the upper portions of the vein near the surface square-set timbering was necessary, but as depth was gained a pillar-and-room system was adopted which proved entirely satisfactory owing to the toughness of the quartzite hanging wall.

During the earlier period of the mine's history selective mining for lead ore was resorted to, and the zincky material was left in the pillars. In one section of the vein, carrying high-grade lead ore, cribs were successfully used instead of pillars.

Heavy Copper Demand to Be Expected When Industry Is Again on the Upturn

South Centre District of B. C. Has Innumerable Fine Copper Properties That Will Do Well With Higher Metal Prices

THE south central district of B. C. is noted for its promising copper properties. There is also considerable activity in both lode and placer operations. Allenby Copper at Princeton has not operated for some time because of the low price of copper.

There will undoubtedly be an increased demand for copper during the years to come, unless a substitute for it is found. The growing consumption of the metal in electrical products and the almost assured use of electricity in locomotion and as a heating factor all point towards a more extensive market in the future. There is little doubt that, as time passes and timber and coal resources diminish, natural water powers will be used for the generation of electricity, and as this business progresses, the demand for copper should keep pace with it. Most authorities seem of the opinion that the price of copper will remain around 15 cents a pound for some time to come.

High prices for copper permit many small properties to operate, while most of the bigger copper companies, who rely upon large operations, low costs, and small profits per ton, can operate with lower metal prices. A higher price-level for copper in the near future may be caused by a larger demand due to the ability of European buyers to purchase all the copper they require. Therein lies some hope for the small tonnage medium-grade copper operator.

The high price of lead was responsible for many inquiries from capital interests, some of which resulted in a considerable amount of development work, resulting in a good measure of success. In others, not sufficiently backed by capital, little was accomplished and valuable time lost.

The boom in metal prices brought with it the usual number of promoters, some of whom were instrumental in spending the capital procured in a legitimate way, and others in any other way but in mining development. The ardent desire of the wildcat promoter to build a mill before sufficient tonnage has been blocked out is an old one and very difficult to overcome. There are two good and sufficient reasons why a mill should not be built prematurely, namely: First, it is not good business until sufficient ore is obtainable to pay for the construction of the plant, together with some profit for the investor; secondly, until the ore is developed and its constituents known, the building of a mill would only be guesswork and the results probably disastrous. The argument that a plant built in a community would be an incentive to miners and prospectors to develop their claims might be good, but it does not alter the possibility or probability of the ores not being suitable for treatment in that design of plant.

SALLY GROUP

Wallace Mt. Mines' operations on the Sally have been steady, with 20 men employed. Development work consists of 805 feet of drifting, 355 feet of cross-cutting, and 344 feet of upraising. During 1924, 690 tons of silver-lead ore was shipped to the Trail smelter, averaging 358 oz. in silver to the ton, as well as some lead.

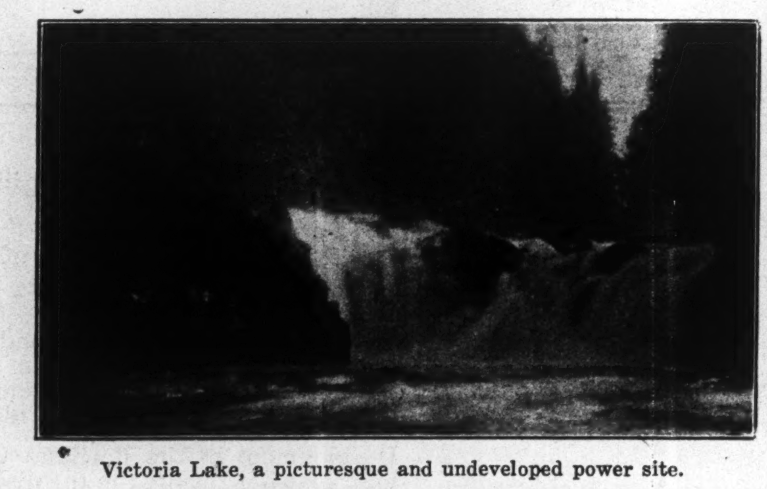
BELL

The Bell mine shipped 384 tons to Trail. When blasting a stump to level some ground for a tennis court, a high-grade vein was discovered. Two or three car-loads of ore were taken from this vein, which proved to be the top of a vein already mined below. A fault had thrown the vein in the direction of the would-be tennis court.

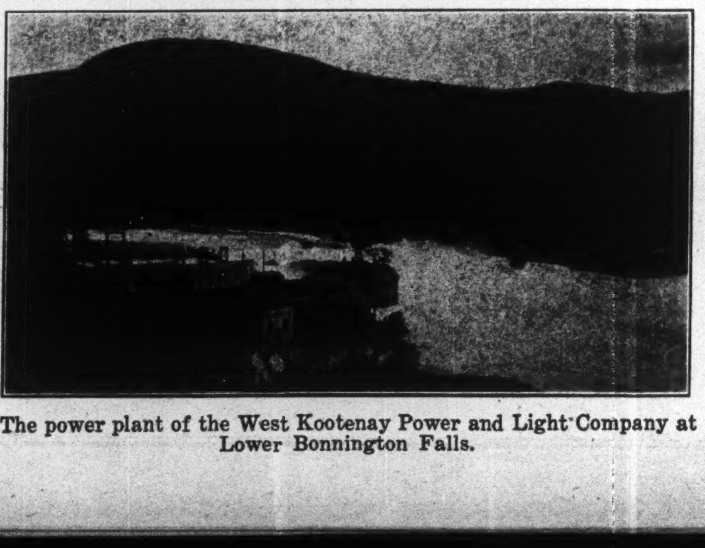
District production figures follow:

Division	Ore Tons	Gold Oz.	Silver Oz.	Lead Lb.	Copper Lb.	Arsenic Tons	Coal Tons	Limestone Tons
Grand Forks	604	302	2,891	....	146,974	...	....	24,418
Greenwood	1,364	168	423,544	239,635	3,564	...	....	......
Osoyoos	48,347	19,119	4,000	....	....	248	....	......
Similkameen	......	......	....	....	....	...	160,017	......
Totals, 1924	50,315	19,589	430,435	239,635	150,538	248	160,017	24,418
Totals, 1923	45,019	10,934	227,047	161,008	....	609	147,477	25,419

Raw and Developed B. C. Power



Victoria Lake, a picturesque and undeveloped power site.



The power plant of the West Kootenay Power and Light Company at Lower Bonnington Falls.

Bullets Were First Product

* * * *

Made From Bluebell Ores

THE Blue Bell Mine, famous in West Kootenay history as the first property ever staked, dates away back to the days when Indians controlled the destinies of the country. Hudson Bay factors were introduced to the lead deposit, which was very rich, and they used to have the Indians take out lead and make bullets out of it.

Later years some mine operators got hold of it and erected a big smelter, but for lack of capital it became obsolete before it was put into use for treatment of ore from the mine. It was then taken over by a French company and worked until three years ago, producing much tonnage. Operations then ceased and the property lay dormant until this year, S. S. Fowler, the former manager; B. E. Eastman, and some associates bonded it and are now about to ship after spending much money on a mill and on pumping out the water. The ore bodies are under Kootenay Lake at Riendel.

Vast North-Eastern Section of B.C. Abounds in Much Sought Lead and Zinc Ore

Mining is Difficult But Promise of Area is Bound to Attract Capital Very Soon

LODE mining has made slow progress in the northeastern division of B. C. Mining conditions here are very difficult. There were two shippers, Lucky Luke and Duthie Mines, Henderson property. There is a keen demand for silver, lead and zinc properties, and in this district there are many such. Silver Basin properties have been taken up and are being developed this year. Placer mining has done better. Kafue Copper has started its dredge on Antler Creek, where there are large deposits of low-grade placer gravels. There are hydraulic mines of Cariboo, and Quesnel, all showing increased production.

LUCKY LUKE

During the past year a 25-ton shipment of hand-sorted ore was made from this property near Usk and it gave 18 oz. gold, 316 oz. silver, and 11,162 lbs. copper.

The vein occurs in schistose rock and is well defined. being from 1 and 2 feet wide. The gangue is quartz and altered schist carrying bornite, chalcopyrite, and a little pyrite and chalcocite. The ore occurs in short irregular shoots and the problem seems to be to discover ore-shoots of appreciable length.

FIDDLER GROUP

This property is in from Doreen on the C. N. R., 125 miles east of Prince Rupert. Considerable work has been done and much is expected from this year's operations. Last year 80 tons of ore were taken from a stope.

The property has a well-defined quartz vein averaging about 2½ feet in width and mineralized with pyrite, arsenopyrite, galena, chalcopyrite, and zinc blende—a complex ore. The principal value in the ore is gold, but with the silver, lead, and copper content of some importance. The vein has been traced for 1,000 feet and is well mineralized throughout. Gold values run from $15 to $20 a ton. The 80-ton ore shipment was made for the purpose of getting a comprehensive sampling of the high-grade ore in the vein. An average of all samples taken during the sacking of this ore gave: Gold, 1.67 oz.; silver, 6 oz. to the ton; lead, 6.2 per cent.; copper, 1.3 per cent.; zinc, 5.8 per cent.

DUTHIE MINES

This group is 14 miles from Smithers on Hudson Bay Mt. Federal Mining did considerable work on the property and then dropped it.

The important claim of those so far developed is the Henderson, from which substantial shipments of silver-lead ore were made in 1923 and 1924. Payment for this property to the original owner was completed about the time the Federal Company acquired control.

The operations of Federal Company consisted of ore-extraction and development. The McPherson level is in 900 feet, and nearly under the highest surface outcropping of the vein. The intermediate and compressor levels were also driven several hundred feet. A cross-cut was also driven from the McPherson level to the Ashman vein, which is a parallel vein outcropping about 125 feet northwest of the Henderson vein.

The development was not particularly encouraging. The occurrence of ore-shoots in the Henderson vein is apparently related in some way to the contour of the hill as shown by a longitudinal section and vertical projection showing the tunnel levels and stopes. The three main levels that have been driven into the hill contained good ore-shoots for the first 200 to 400 feet, but, as greater depth was gained by driving, the vein is but sparingly mineralized.

It has been suggested that such a condition, wherein the ore-shoots roughly parallel the contour of the surface down to depths of 150 to 200 feet, indicates that the rich ore-shoots in the vein have been formed by secondary enrichment. This is not believed to be the case, as most of the ore, consisting of galena, zinc-blende, and grey copper, does not appear to be of secondary origin. In places, in the ore a little silver occurs along fracture-planes, which is undoubtedly of secondary origin. Ruby silver also occurs in places, but whether it is of secondary origin or not is difficult to tell.

MANSON PLACERS

There are signs of new placer activities in Manson section, in from Hazelton.

The important streams that have been worked for placer are Germansen and Manson Rivers, Tom, Vital, Slate, Blackjack, and Lost Creeks Much coarse gold was obtained, but generally the diggings were said to be "spotted" or irregular. Some work was also done on the Nation River and tributaries, and in recent years a few prospectors have been at work there.

In addition to placer gold in the gravels, small quantities of arquerite, a native amalgam of silver, and native copper, have been recovered in the sluice boxes. These minerals occur in greatest abundance in the Vital Creek gravels, but are of scientific interest only, as the total amount is too small to have commercial value. They are, however, valuable indicators of the possibility of lode deposits of these minerals occurring in the district, and as such they should be noted by prospectors. Platinum has been reported as occurring in the black sand concentrates.

The section first produced in 1874. The figures of B. C. dept. of mine for each year since shows a total of $517,397,

Cariboo is expecting much from the Kafue Copper dredging. In 1924 placer production in Cariboo, which includes Quesnel, was up $20,000 to $250,000.

Barges to Carry Freight to Island

Linking transcontinental lines of steel with the little network of railways which serves Vancouver Island, the Canadian Pacific Railway has operated for the past 20 years a fleet of transfer barges between the port of Vancouver and Island points.

Robert Dunsmuir operated the first transfers on the Pacific coast when he put two barges into service in 1897 for the carrying of coke in freight cars from his coke works at Union Bay. In 1905 the Canadian Pacific acquired the car barge fleet as part of the equipment taken over with the Eastern and Nanaimo Railway and since that time has increased its gross tonnage from 1,050 to 6,350 tons.

Four tugs and five steel barges make up the transfer equipment today. The barges have a total capacity of 78 freight cars, the largest in the fleet carrying 18 cars when fully loaded. Each tug has a crew of 12 men, and every barge boasts a skipper, a purser, a woman cook, and three of a crew.

Panama Canal Benefits From B. C. Export Trade

Development of freight traffic out of British Columbia and other Pacific ports to and from Europe and Atlantic ports during the past two years has been responsible for a great deal of the big business done through the Panama Canal, especially in 1924, according to Panama Canal reports. During 1924 there was a great falling off in the movement of oil tankers through the canal, and it was feared this would result in a loss in the total shipping. Yet, thanks to the lumber and manufactured goods from Pacific ports, and the increased importation of European and Eastern manufactured goods by the water lanes, the year shows up well. It is a few dollars below 1923 in actual cash receipts, and forty-four ships under the total of vessels of that year, but it exceeds in actual tonnage of freight.

During the calendar year 1924, 4,893 commercial vessels, 97 small non-sea-going launches and 403 government vessels, or a total of 5,393, passed through the Panama Canal. Tolls collected on the commercial vessels were $22,809,416.34, and on the 97 launches $363.70.

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A MINE OR GROUP OF CLAIMS may not turn out to be of value, and that is generally the end of the effort—on the other hand, it may turn out to be a valuable property, in which case every subscriber is pleased.

A MINING COMPANY which is organized to go into the general business of mining in all its ramifications irrespective of any particular property or group, is on a different basis. Its stability will not be affected if one or several of its properties proves to be of small value.

THIS COMPANY is being organized on these lines. Of course we have secured properties of value. Our holdings adjoining the Premier are well situated. The ore exposures show high-grade mineral. You could not expect anything else from their position. There are plenty more claims to be acquired in the district. We are frequently offered new additions.

THE STEWART is a great mining camp, but the Liard Division of the Cassiar, in our opinion, is one of the greatest on the continent. About placers we have nothing to say, nor about new finds; but we know that metalliferous veins already discovered in that district in dimensions and values are of great economic importance.

WE ARE ORGANIZED to acquire some of these, and we would like to advise our many clients that the small amount of stock we are offering at twenty-five cents a share will soon be exhausted.

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British Columbia is Third Industrial Province; Leads in Fish and Lumber

Conditions in Various Lines on the Coast Reviewed by Successful New Westminster Manufacturer—Mining Industry is Coming to Life Again Bigger Than Ever—A Bungalow a Day Could Be Built From B. C. Timber

By **J. H. McDonald,** Chairman, British Columbia Division, Canadian Manufacturers' Association.

J. H. McDonald, whose remarks at the annual meeting of the Canadian Manufacturers' Association, have been made the basis of this article, is president of the British Columbia Manufacturing Company, makers of lumber, boxes, etc., at New Westminster. He is one of the most alert of B. C's. young business men.

BRITISH COLUMBIA is the third manufacturing province in Canada, having 2,470 manufacturing plants employing upwards of 29,000 employees, and producing commodities during the past year to the value of over $163,000,000.

We are first as a province in the value of our manufacture per capita of population, and if statistics were available we could claim near first place in the value of manufactured products exported.

Our outstanding provincial asset is our timber, varied in specie for every conceivable use; our long fibred Sitka spruce being the only wood on the continent of America suitable for airplane construction; our famous Douglas fir having no equal in strength for structural purposes in any timber of like weight; our Larch and Western Hemlock have no superior for pulp and paper. Cedar is the weather-resisting wood, outlasting nails that hold it as siding or shingles.

The 1924 cut of all species of lumber, including ties and poles, amounted to two billion feet, and during the past ten years approximately $600,000,000 worth of forest products have been marketed. Eight years ago our export trade in lumber totalled forty-three million feet. In 1924, 504,000,000, distributed mainly to Australia, New Zealand, Africa, United Kingdom, Egypt, India, United States, China, and Japan.

A Bungalow a Minute

More than 3,500 firms in the province are engaged in some branch of the lumber industry, such as logging, sawing, shingles, boxes, sash, doors, veneers, or in their distribution. Forty thousand people are employed —$50,000,000 are paid annually in wages.

Taking 300 working days in the year and reckoning a mill shift at eight hours, it is estimated that there is enough lumber produced each minute in British Columbia to build a well-appointed five-roomed bungalow. Working double shifts the mills of the province could in six months' operations produce enough lumber to build 10,000 homes.

An important branch of the lumber industry in British Columbia and one that is destined to play an ever-increasing part in the industrial development of the province is that of pulp and paper-making. The production of pulp has grown from 197,000 tons in 1922 to 230,000 in 1924 and the amount of paper turned out has increased from 132,000 tons in 1922 to 165,000 tons in 1924. The greater portion of this output was marketed in the United States, Australia, Japan and China.

The province possesses the finest stands of high-grade pulp wood sufficient to last the present consumption of the mills for a thousand years. The putting into effect of the proposed preferential treaty with Australia will give a great stimulus to the export of paper to our sister Dominion, providing as it does for a $15 per ton preference for Canadian-made paper.

Big Box Manufactures

Another branch of the lumber industry assuming proportions is that of box making, until now the manufacturers not only supply the needs of the fish and fruit packers of the province, but their produce comes to Ontario, besides reaching markets in Australia, New Zealand, Straits Settlements, Mexico, and the United Kingdom.

Importers have been enlisted to request their importations to be packed in Canadian boxes. This is having a very beneficial effect, as dried fruits from Australia under preference should not be packed in boxes of Swedish or United States manufacture, and importations of wines and liquers by our several provincial governments could well be packed in Canadian boxes instead of Scandinavian as at present. The assumption is accepted—if one is not a believer in protection they must believe in reciprocity.

Shingle manufacturing is another important branch of our lumber industry. The quantity of shingles cut annually runs into the billions, and represents very substantial values indeed. The 1923 shingles cut sold for over ten million dollars, and in 1924 somewhat less, owing to lower prices. Approximately 70 per cent of our shingles are exported, largely to the United States, although shingles are gradually coming into more general use in other countries, such as Australia and New Zealand.

Minerals Are Fine Asset

Our minerals have no small place in value as a provincial asset. Mineral deposits of practically every known variety exist in British Columbia, including gold, silver, platinum, copper, zinc, lead, coal and iron. The production of gold in 1924 amounted to over five and a half million dollars, showing an increase of over a million dollars over the preceding year. The copper production last year amounted to 64,800,000 pounds, as compared with 57,700,000 pounds in 1923. There was also an advance of over two million in the production of silver.

One of the most interesting and encouraging features of the year was the increase in the volume of lead produced in British Columbia. In 1923 the province produced 96,663,000 pounds of that metal, while in 1924 the output had grown to 177,384,481 pounds, the greater portion of which came from the famous Kootenay district.

The production of coal showed a falling off, largely on account of long drawn out labor troubles in the Crow's Nest district, and to the increasing tendency on the part of industrial concerns and transportation companies to substitute fuel oil for the use of coal. Fortunately, the labor troubles mentioned have been settled and it is understood that with a guarantee of stabilized labor conditions the Crow's Nest operators have been able to take business which will mean steady operation for the next three years at profitable prices, so that the coming year should produce a far different record as far as this particular branch of mining activity is concerned.

Generally speaking, the long-looked for revival in mining is gradually materializing. In the past year various established concerns expanded their operations and many new projects were developed and while most attention has been called to the Portland Canal area, where the famous Premier mine, which has yielded fabulous returns to its shareholders in the last few years, is located. the older camps are reviving on a truly encouraging scale.

The low price of copper and the smaller demand for coal has somewhat adversely affected those branches of the industry, but the favorable prices for lead, zinc and silver, have been stimulating to both the shipping mines and the prospectors.

Fisheries Are Canada's Greatest

The fisheries of British Columbia again take the lead over all provinces for production, and during 1924 fish to the value of over twenty-three million dollars were caught and marketed. The canning branch enjoyed a record year, the pack of salmon being a record, and amounted to over 1,700,000 cases. It is particularly gratifying that through favorable conditions surrounding the industry, practically the entire pack has been sold. The salmon canning industry has a firmly established market in practically every country for its product, and with prospects in sight for increased trade with Australia through the proposed trade agreement, which has been more or less relinquished in the past few years to Siberian packers, it is felt that the future holds even greater promise for the industry.

In addition to the large quantities of canned, salt and smoked fish put up in the province, twenty-nine million pounds of halibut were caught and marketed, principally through the Port of Prince Rupert.

Another active branch of the industry is the salt-herring business—about 40,000 tons of herring are dried and salted each year. Practically all of them are exported to the Orient.

During the past year a new field has been opened up on the coast, the federal government having been induced to approve of the processing of herring and pilchards for the production of fish meal, oil and fertilizer, and it is anticipated that this will result in considerable expansion in the production of these commodities in the future.

General Industrial Growth

Much has been accomplished also in other more general lines of manufacturing, notwithstanding the many obstacles we are laboring under, among them the vexed, unfair discriminatory freight rates that exact a toll of one mile and a quarter or 25 per cent. on our products moving through British Columbia eastwards, against the straight mileage basis on your products moving westward. Now that some Eastern shipping centres know what the Crow's Nest agreement means to you, we are more hopeful of enlisting Eastern support in our effort to remove unfairness in freight rates. We urge that this is essential in the interests of greater unity, for as we understand the true spirit of confederation there were to be no tariffs, railway or governmental, restricting the interchange of products between provinces.

Shipping and the Harbor

Prior to 1920, no accurate records of freight movements through the port of Vancouver were kept, but during the four years our imports have multiplied three times, and our exports six times. Four years ago we had twelve regular steamship lines operating out of the Port of Vancouver; to-day we have forty-two lines operating ships in and out, challenging Montreal for first place as a shipping centre.

In 1924, 1,009 deep sea ships entered Vancouver, with a total net tonnage of 3,441,640 tons, and during the same period 988 deep sea ships entered Montreal, with a net tonnage of 3,597,417 tons.

New Westminster, our fresh water harbor, with a navigable channel of over thirty-five feet to the sea, twenty miles down the Fraser River, has also had wonderful development.

		Ships Loaded
During	1921	22
"	1922	48
"	1923	65
"	1924	100
"	1925 to date	70

The port of Victoria is fully equipped to take care of practically any flow of export tonnage required, and the huge new drydock at Esquimalt (close by) is nearing completion and will divert a large amount of ship repair work now going south of the line.

Prince Rupert, our northern port, the Billingsgate of the west coast, had about twenty-nine million pounds of halibut alone shipped through it during the past year. A contract has recently been let for an elevator, so Prince Rupert will share in the grain movement.

Coast Province is Busy; There Are Problems But Mighty Future Assured

(Continued from page 17)

rived its greatest impetus from the construction and operation of the Canadian Pacific Railway and that the province will suffer more from a C.P.R. weakened by excessively low freight rates than it will ever suffer from the rates it now considers high "in spots."

British Columbia and the Tariff

Another question that gives the people on the Pacific some concern is the tariff. British Columbia is the third manufacturing province in order of importance of production. While many of its industries are built upon natural resources, such as lumber, minerals, agriculture, etc., and are therefore not greatly concerned directly in tariff protection there has been built up a group of manufacturing industries that have been adversely affected by the recent tariff policy of the country and to these the tariff is a matter of real concern. Ship-building, engine manufacture, tire manufacture and knitting have made some progress on the coast, but development is sought in furniture manufacture, textile manufacture, etc.

The greatest problem in British Columbia is the Pacific Great Eastern Railway which has imposed a capital burden of something like $45,000,000 on the province and which takes about $2,000,000 a year of provincial funds that must be raised either by bond issues of by taxation. There is no immediate hope of lightening this load although some very favorable factors are now appearing.

The Pacific Great Eastern Railway was undertaken in the pre-war days, partly to provide an outlet to Vancouver for the Grand Trunk Pacific, then being built, with Prince Rupert as its Western port; partly to facilitate the settlement of hamlets of German citizens in Central British Columbia and partly because the contractors offered what seemed at the time to be generous and rigid guarantees and terms to the British Columbia government. The war put an end to hopes for success for the line but it did not put an end to the burden. The government of British Columbia finally had to take over the road. It stands to-day as a line running from nowhere to nowhere, with neither an entrance to Vancouver nor an outlet to the Canadian National in the north.

It is likely that the Vancouver extension will be built next year in order to increase traffic. Recent discoveries of coal on the line are regarded with optimism as a potential source of traffic. Some settlement work is being done.

Problems of Population

British Columbia has its population problems. It has race problems created by the large numbers of the yellow race now living there and it has a far more serious problem created by the emptiness of many of its available lands. British Columbia needs people as much as any other part of Canada.

Taxation is another problem the coast province shares with its eight neighbors. In British Columbia rates of taxation are much higher than the tax rates in neighboring American cities and states which compete with British Columbia in world markets—in fisheries, lumber, minerals, etc. British Columbia has had evidence of the difficulty of building business under such conditions and in competition with the Pacific United States.

The Future of the Coast

Such is the story of the progress and problems of British Columbia. It is a picture with its lights and shadows but the picture is one where the sunlight is the dominant note and the shadows only give depth and harmony.

There need be no sincere mistrust of what's in store for British Columbia. The province is certain of growth, certain of achievement on a great scale, certain to continue the development that is now taking place not only on Canada's Pacific Coast but southwards through Washington, Oregon and California and across the sea in Japan and China.

British Columbia is growing as the whole Pacific commonwealth grows.

A. B. C. Mining Property

One of the most productive mines in British Columbia in recent years has been the Belmont Surf Inlet, on the west coast of Princess Royal Island. About $6,500,000 of gold, silver and copper has been produced in continuous operations since 1916.

At present the company is searching for new ore bodies, but there is some doubt if these, in extensive form, will be uncovered.

PREMIER MINE WENT A-BEGGING ALL AROUND B.C.

(Continued from page 17)

per day. On the boat I met Jack Hoveland and hired him for $2 cash and $2 per day in shares.

"We landed in Stewart on the first day of May, 1911, and started up the valley to the present Premier mine. I sent Scotty and his partner ahead with about 250 pounds of supplies, and it took us three days to get to the Pictou claim. We started work on the Pictou showing, a silver and lead outcrop, doing considerable surface work, and then moved over to the Richards and Kergin claims and started work on an enormous lead and zinc blow-out. Considerable tonnage of low-grade ore was developed by a series of open cuts, but the values were better on the surface than anywhere else. This lead and zinc ore ran northwest and southeast. As soon as the snow disappeared we did a little work on the Simpson high-grade ore with just fair results. It was really a diamond drilling proposition, but there was no trail over which to get the outfit in and no money in the treasury to do any real work. The ore zone was faulted; large portions of the mountain had slid down the hill, taking the vein with it, and we could not pick up the vein where it should have been on account of the overburden. As a matter of fact, I did not find the extension of this ore till several years later. We drove a few short tunnels on the low-grade ore zone and then closed down for lack of money.

"Some time later, Rolfe, a mining engineer representing an Eastern company, examined the property and found the high-grade ore on this part of the mountain that had slid down the hill, and put several open cuts at different places along the vein, but for some reason he did not bond the property. H. R. Plate, representing the Thompson interests of New York, examined the property and took a bond on it for $150,000. Plate started No. 1 tunnel on the high-grade ore and followed it for about 70 or 80 feet and then drove along the side of the ore for about 150 feet without cross-cutting. He drove No. 2 tunnel farther down the hill on the low-grade ore and went through it in about 70 feet. No. 4 tunnel was started to cross-cut the low-grade ore at depth and the values found were very unsatisfactory. After all this work he threw up the bond on the property. In justice to Mr. Plate, his mistake lay in considering that the low-grade ore zone and the high-grade ore zone were one and the same, and he had every reason to believe that this was the case owing to the faulted condition of No. 1 tunnel. Plate came to the conclusion that the northwest zone (low grade) turned on the Premier and ran approximately east and west. J. J. O'Neill, Dominion government geologist, and G. A. Clothier, provincial government mining engineer, came to the same conclusion years later.

Gave Pat a Lease

"After Plate turned the property down, I gave Pat Daly a lease of the property, but Pat could not make the grade and he got R. K. Neill, of Spokane, to go up and examine the property. Neill sized up the property the first time he was on the ground and came to the conclusion that the low-grade had nothing to do with the high-grade ore at all. He got Messrs. Trites, Wood and Wilson, of Fernie, to back him, and inside of thirty days had a cross-cut tunnel in the high-grade ore. Neill continued the workings in No. 1 tunnel and ran several cross-cuts, one of which was 6 feet long, averaging $65 to the ton in gold and silver. He then continued No. 1 tunnel where Plate had left off and turned a little to the right, and in less than 10 feet was in high-grade ore. He continued this tunnel through a dyke 42 feet wide and struck very high-grade ore after passing through it. Some of the assays taken across the width of the tunnel ran over $350 to the ton in gold and silver, and the assays taken on the surface directly over this ore assayed $13 to the ton in gold and silver, showing that the values increased with depth.

"During the summer, Neill drove five or six cross-cut tunnels, besides following the ore for several hundred feet in No. 1 tunnel, and to give some idea of the values obtained after the ore was sorted, the following results were obtained on a shipment of over 300 tonus: Gold, $183.60; silver, 148.6 ounces, the value of which amounted to $332 to the ton in gold and silver, figuring silver at $1 per ounce. Neill continued development work until Sam. I. Silverman interested the Keith and Guggenheim interests to take over the control of the property. These interests bought control and agreed to take up the treasury shares to develop the property at 60 cents per share on a $5,000,000 capitalization."

Success has crowned the operation ever since.

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As a shingle producer, British Columbia stands at the top and in the manufactured red cedar shingles the province turns out a commodity famous the world over.

Houses in every part of the world where the shingle roofing of wood is used are protected by the B. C. product. Not only the material itself won a high reputation in the building world, but the manner in which the shingles are turned out has also added tremendously to the prestige of the product.

Shingle plants in British Columbia take pride in the fact that wherever a dealer speaks of a first-class B. C red cedar shingle he refers to the edge grain with a thick butt and bearing the inspection mark of a qualified grader. which guarantees the best product obtainable.

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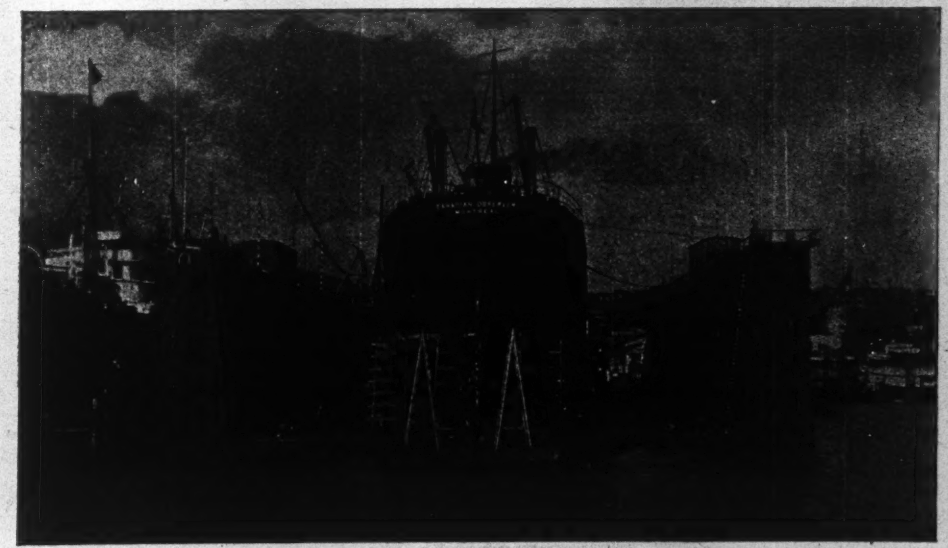

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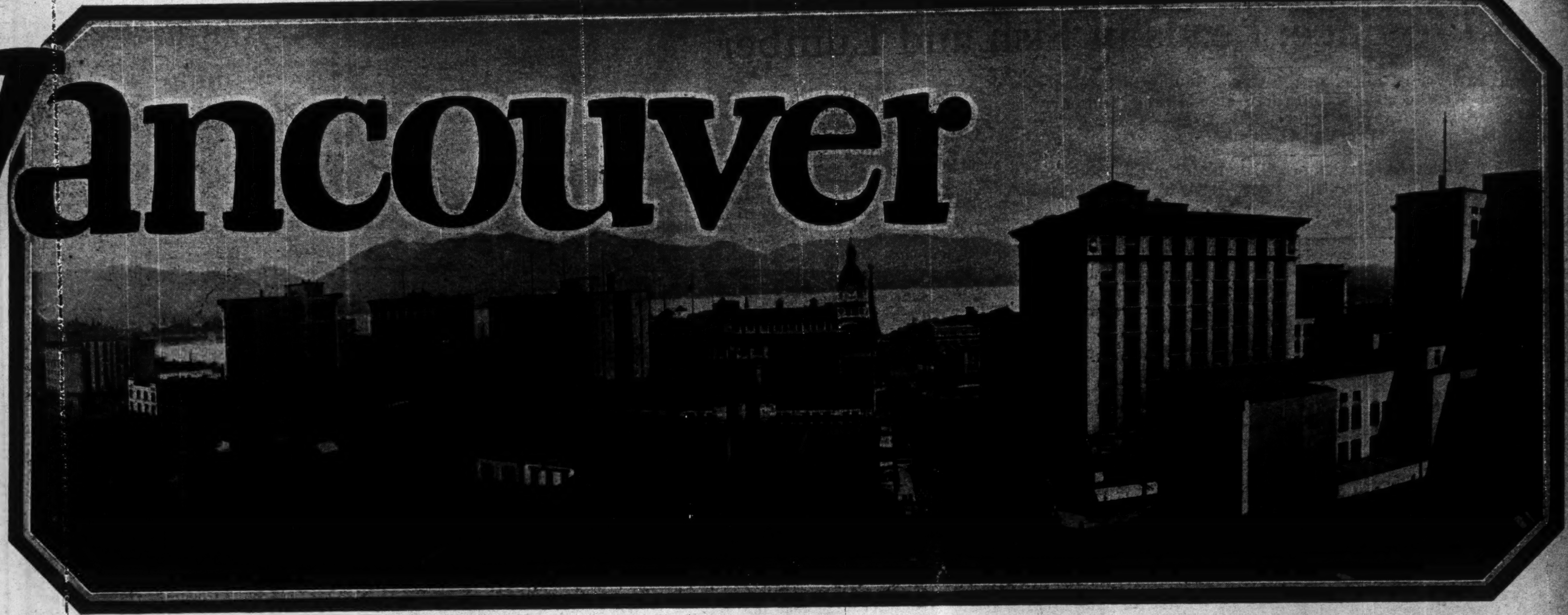
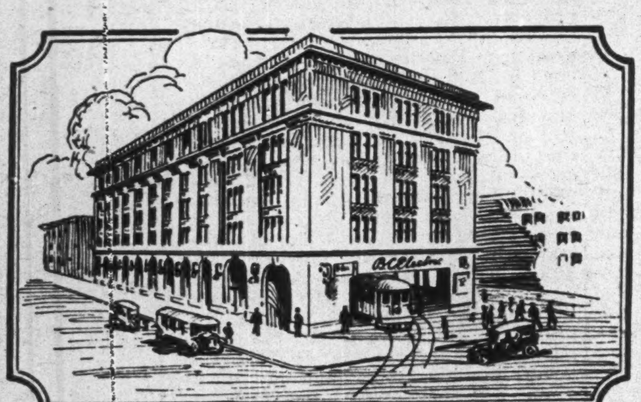
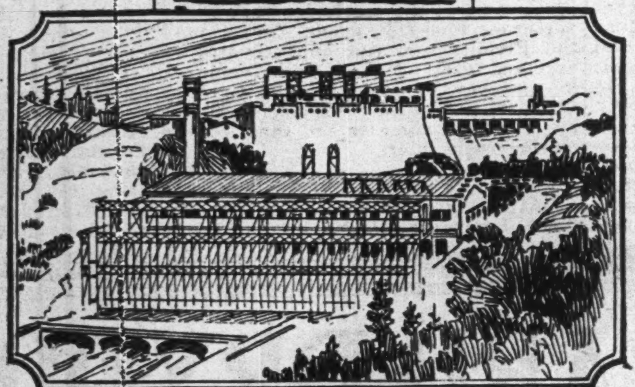
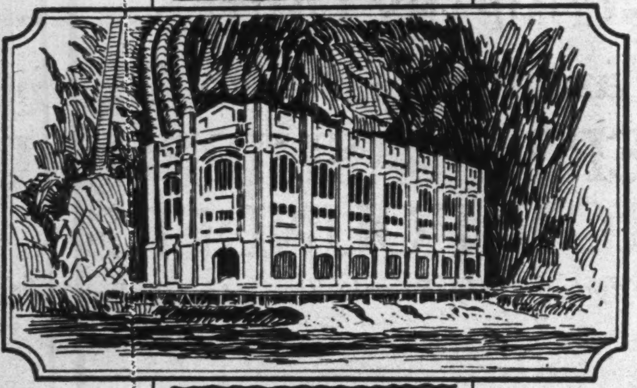




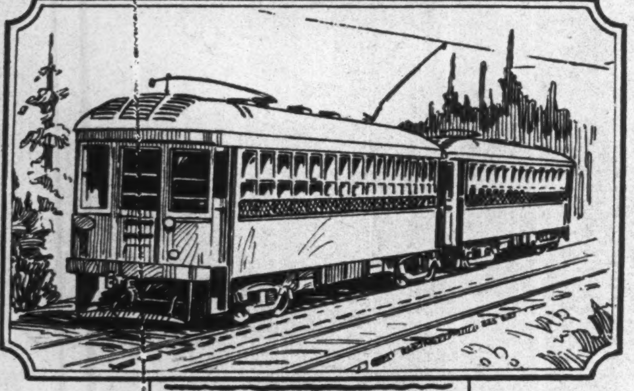
Head office building Vancouver, B. C.



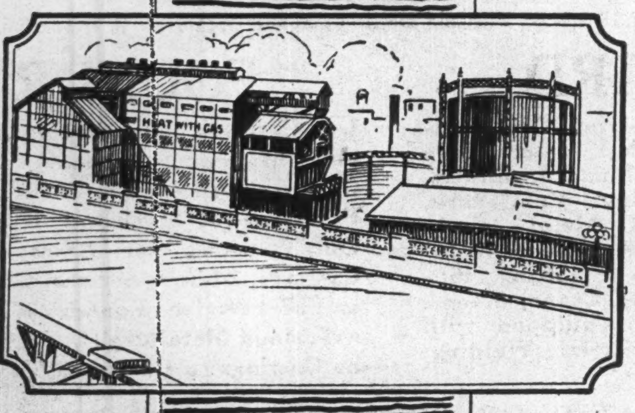
Stave Falls power plant, capacity 72,000 horse power



Lake Buntzen plant, No. 2, capacity 35,800 horse power



A British Columbia Electric interurban train



Gas plant, Vancouver

~where there's Good Public Utility Service

MANUFACTURER or resident will find in coastal British Columbia abundant, cheap, progressive public utility service.

The British Columbia Electric Railway Company supplies Vancouver,* Victoria, New Westminster and adjacent territory with light, power and transportation service; Vancouver and Victoria with gas service.

Five large hydro-electric plants and two steam plants have a capacity of 182,700 horse power with another hydro-electric plant under construction.

In 1924 the output of these power plants was 347,491,646 kilowatt hours.

The company has 17 substations.

It has 83,000 light and power customers.

It has 345 miles of electric railway line, of which 158 miles are interurban.

It carried 69,047,533 passengers in 1924.

Its gas plants have a daily capacity of 5,900,000 cubic feet.

It sent out 808,366,300 cubic feet of gas in 1924.

It has a total investment in British Columbia of $70,000,000.

Good public utility service is the aim of the British Columbia Electric Railway Company—the best possible service at the lowest possible cost.

Low rates for power are available in Vancouver,
Victoria or New Westminster. Special industrial rates for gas in Vancouver and Victoria.
Write for our rate schedules.

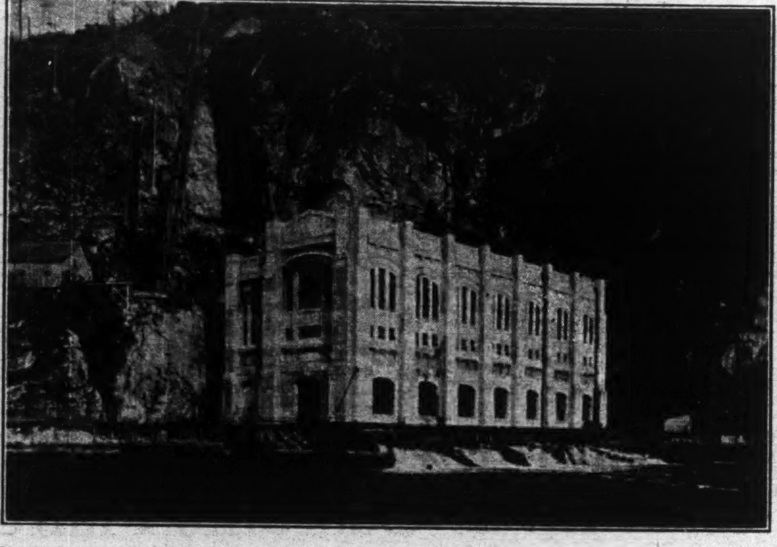
GEORGE KIDD - PRESIDENT
Head Office, Vancouver, B. C.

**Gateway to the Orient, greatest wheat port on the Pacific, Vancouver is the fastest growing and most prosperous city in Canada. Investigate its possibilities now.*

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY LIMITED

Progress of B.C. Told by Growth of Its Biggest Utility

Two B.C. Electric Plants



The British Columbia Electric's No. 2 Buntzen Lake power house which has a capacity of 35,800 horse power.

One of the British Columbia Electric's Vancouver Island power houses at Jordan River having a capacity of 21,500 horse power.

THE British Columbia Electric Railway company is preparing for a considerable demand for its services in every line during the next few years. On the mainland alone approximately 3,000 new houses are being built every year. The demand for electric current both for household and commercial purposes is increasing rapidly. Several thousand electric ranges are in use in the company's territory. The Fraser Valley is also building up solidly as a farming district and the use of electricity on these farms is general.

The growth in the B. C. Electric business typifies B. C.'s growth. A study of its activities is a study of B. C. industrial and domestic life.

Serves Some 350,000 People

Extending over an area of 320 square miles, the service of the British Columbia Electric Railway Company brings light, power, transportation and gas to 350,000 people. This company and its subsidiaries, with head offices in Vancouver, is the only utility supplying these services to the lower mainland of British Columbia and radiating from Victoria on the southern end of Vancouver Island.

The B. C. Electric has a capital investment of $70,000,000 in the province. In addition to supplying light power and railway services, throughout the entire territory it also provides gas for residents of Vancouver and Victoria.

The company's power development is hydro-electric although there are steam plants for auxiliary service on both the mainland and Vancouver Island.

Has Five Hydro Plants

There are three hydro-electric plants in operation on the mainland, with what is known as the Alouette-Stave development under way to provide for a fourth.

On Vancouver Island there are two hydro-electric plants and an auxiliary steam plant.

The generating capacity of the mainland plants is as follows:

	Horsepower
Lake Buntzen, Plant No. 1 ...	23,200
Lake Buntzen, Plant No. 2 ...	35,800
Stave Falls	75,000
Steam Plant	15,800
Total Mainland	155,800

The Vancouver Island system consists of the following units:

	Horsepower
Goldstream power plant	8,000
Jordan River power plant	21,500
Brentwood Bay steam plant ...	5,400
Total, Vancouver Island	29,900
Grand Total	185,700

Big Electric Railway System

The electric railway system consists of four city lines, Vancouver, Victoria, New Westminster, and North Vancouver, and of four interurban lines on the mainland, including the Fraser Valley lines to Chilliwack. This 76 mile railway is one of the longest interurban lines in Canada. It serves the fertile Fraser Valley farming district providing freight and transportation to New Westminster and Vancouver for the dairy farmers of that section.

Three years ago the B. C. Electric embarked upon plans for extension of service and plant capacity which involved a total capital expenditure of $17,000,000. Included in this estimate is the amount being expended on what is known as the Alouette-Stave development now under construction and expected to be added to the company's power lines by the end of 1916.

When finished, sufficient power will be available to care for commercial and residential requirements of Vancouver and district for the next 20 years.

The first undertaking in this development scheme was construction of the Blind Slough dam at Stave Falls which trebled the storage capacity of Stave Lake, guaranteeing a plentiful supply of water during periods of drought and also permitting installation of further generating equipment at the Stave Falls power plant. Engineers have estimated that it would be possible for Stave Falls plant to operate for three months without rainfall since the storage basin has been increased.

Re-winding the generators and the addition of a fifth unit of 13,500 horsepower has increased the capacity of this plant to 75,000 horsepower.

Alouette-Stave Project

In addition there is a further power supply being tapped on the Alouette-Stave project which links up Alouette Lake with the Stave by means of a 3,000 foot tunnel bored through a mountain that divides the two lakes.

As Stave Lake is 140 feet lower, advantage is taken of the drop by building a generating station of 12,500 horsepower capacity at the tunnel mouth.

As the power generated here at what will be practically a constant load, the current will be fed to the Stave Falls power line running in to Vancouver.

It is estimated that the cost of the complete Alouette-Stave project will be in the neighborhood of $2,300,000.

The connecting tunnel was finished on May 27, 1925, and work was immediately started on a hydraulic-fill dam which will close the outlet of Alouette Lake. This dam, 1,000 feet long and 65 feet high, will be completed in the spring of 1926.

During its construction the lake will be kept at normal level by running the overflow through the tunnel into Stave Lake.

Further Developments to Come

Upon completion of the dam the company will immediately lay the foundation for the 12,500 horsepower generating station at the mouth of the tunnel. This in addition to the recently increased power capacity of the Stave Falls plant, will add 34,000 horsepower to the power resources of Vancouver and the lower mainland.

Lower down the Stave River near Ruskin a third site capable of producing 80,000 to 100,000 horsepower is awaiting development, dependent upon the rate of increase in the demand for electricity.

In addition to capital expenditures on actual power development there are corresponding increases in transmission and distributing facilities. Additional transforming and switching equipment is also being placed in many of the company's substations this year as well as the construction of a new switching station at Stave Falls, new transmission lines and similar necessary changes to provide for the increased power development.

Growth in the Territory

This healthy growth in the territory served by the British Columbia Electric Railway Company is also indicated by figures covering the activities of this corporation over the past five years.

A marked increase is noted in the kilowatt-hour output of generating stations on both the mainland and on Vancouver Island, figures for the mainland for the past five years being as follows:

Kilowatt Hour Output of Mainland

	k.w.h.
1920	251,445,600
1921	240,020,079
1922	264,183,322
1923	279,336,364
1924	300,456,350

Figures for corresponding years on the company's Vancouver Island branch are as follows:

Kilowatt Hour Output, Vancouver Isl.

1920	34,767,870
1921	37,427,140
1922	38,308,805
1923	43,678,182
1924	43,983,348

The increase in horsepower connected over the same period is as follows:

Horsepower Connected, Mainland

	Horespower
1920	53,934
1921	57,583
1922	59,699
1923	65,667
1924	69,683

Horsepower Connected, Vancouver Isl.

	Horsepower
1920	22,293
1921	24,893
1922	25,915
1923	26,914
1924	27,930

Light and Power Customers

Light and power customers for the mainland show a slight fluctuation from 1920 to 1922, with a drop during that year. This, however, has been recovered, as recent figures show:

Light and Power—Customers

1920	64,190
1921	76,999
1922	73,956
1923	78,038
1924	83,006

Passenger Traffic

Although the number of passengers carried indicates the company's transportation business is on a substantial basis, the traffic figures do not correspond in equal ratio to the increases shown by the light and power statistics.

Since 1920 the number of passengers carried by the B. C. Electric, including both mainland and Vancouver Island figures, are as follows:

Passengers Carried Mainland and Isl.

1920	66,411,030
1921	71,065,275
1922	69,314,667
1923	67,441,665
1924	69,470,836

Both in Vancouver and Victoria the B. C. Electric supplies gas services. This business has increased considerably over the five-year period, extensions in Vancouver necessitating the building of a 40-retort addition to the Keefer Street plant. This practically doubled the plant capacity, adding 2,000,000 cubic feet a day to the output.

The cost of enlarging the gas plant was $400,000, the new retorts turning gas into the company's mains at the beginning of this year.

Increase in the domestic use of gas, in gas heating, and the extension of mains through the eastern and western suburbs of the city, account for the increase in gas consumption since 1920.

The gas output for Vancouver for this period is as follows:

Gas Production—Mainland

	Cubic feet
1920-1921	481,986,000
1921-1922	543,168,100
1922-1923	563,948,000
1923-1924	572,325,000
1924-1925	660,005,100

Put Wires Underground

Another extensive undertaking of the B. C. Electric which will be spread over the next five years is the placing of all wires in the down town section of Vancouver, underground. This has now been in progress about a year and a considerable amount of underground cableway has been constructed.

Ultimately the whole downtown section will have no power wires visible. The cost will approximate $6,000,000, but the expenditure it is said will be justified by the additional safeguard against interruptions to which overhead wires are constantly subject.

B.C. Coal Mines Have Created $260,000,000 New Wealth

PRODUCTION of coal and coke in British Columbia has added $260,000,000 to the wealth of the country. The total could have been a great deal larger, but for constant labor strife, especially in the Crow's Nest. This year is the first time in many years that the operators have been able to see signs of relief. In the Vancouver Island sections there have been other troubles. In this connection it would be well to peruse an authoritative article on the situation published elsewhere in this issue.

Coal and coke production by years follows:

	Coal		Coke	
Year	Tons (2,240 lbs.)	Value	Tons	Value
1836-1885	3,029,011	$9,468,557	....	....
1886	326,636	979,908	....	....
1887	413,360	1,240,080	....	....
1888	489,301	1,467,903	....	....
1889	579,830	1,739,490	....	....
1890	678,140	2,034,420	....	....
1891	1,029,097	3,087,291	....	....
1892	826,335	2,479,005	....	....
1893	978,294	2,934,882	....	....
1894	1,012,953	3,038,859	....	....
1895	939,654	2,818,962	....	....
1896	896,222	2,688,666	....	....
1897	882,854	2,648,562	19,396	$96,980
1898	1,135,865	3,407,595	35,000	175,000
1899	1,306,324	3,918,972	34,251	171,255
1900	1,439,595	4,318,785	85,149	425,745
1901	1,460,331	4,380,993	127,081	635,405
1902	1,397,394	4,192,182	128,015	640,075
1903	1,168,194	3,504,582	165,543	827,715
1904	1,253,628	3,760,884	238,428	1,192,140
1905	1,384,312	4,152,936	271,785	1,358,925
1906	1,517,303	4,551,909	199,227	996,135
1907	1,800,067	6,300,285	222,913	1,337,478
1908	1,677,849	5,872,472	247,399	1,484,394
1909	2,006,476	7,022,666	258,703	1,552,218
1910	2,800,046	9,800,161	218,029	1,308,174
1911	2,193,062	7,675,717	66,005	396,030
1912	2,628,804	9,200,814	264,333	1,585,998
1913	2,137,483	7,481,190	286,045	1,716,270
1914	1,810,967	6,338,385	234,577	1,407,462
1915	1,611,129	5,638,952	245,871	1,475,226
1916	2,084,093	7,294,325	267,725	1,606,350
1917	2,149,975	7,524,913	159,905	959,430
1918	2,302,245	11,511,225	188,967	1,322,769
1919	2,267,541	11,337,705	91,138	637,966
1920	2,595,125	12,975,625	67,792	474,544
1921	2,483,995	12,419,975	59,434	416,038
1922	2,511,843	12,559,215	45,835	320,845
1923	2,453,223	12,266,115	58,919	412,433
1924	1,939,526	9,697,630	30,615	214,305
Total	63,598,082	$235,732,743	4,318,070	$25,147,305

Stemwinder Magnet for British Funds if Mine Makes Good

From Our Own Correspondent.

KIMBERLEY.—A big program of development and exploration on the Stemwinder property at Kimberley, in which, incidentally, 60 to 75 tons of silver-lead-zinc ore a day is being mined, and in which an ore shoot 25 feet wide and at least 300 feet long is being developed, by the Porcupine Gold Fields Development and Finance Company, a subsidiary of the Consolidated Gold Fields of South Africa, is under way here.

For nine months now, under a three-year lease and bond from O. C. Thompson and associates, the British company has controlled the Stemwinder and the North Star, equipping the former with compressor, hoist, blacksmith-shop and steel sharpener, cars and trackage.

In the midst of its four tunnels, a new shaft from the surface, 51 feet in depth, has been continued by the British corporation, to a depth of 125 feet, at which level a drift has been carried both ways for a total distance of 400 feet, 300 feet of which are in ore, and two crosscuts showing the ore shoot to have a width of 25 feet. Three shifts, comprising 45 men, are working on this level, from which the ore above referred to is being taken and stored on the dump. A new cross-cut is being started from the drift to catch another and parallel ore shoot of unknown width.

In addition to its four tunnels of the older regime, the shaft, the drift, and crosscuts, the Stemwinder is being explored by diamond drilling.

The North Star, the more famous of the two properties, is higher up, and is now being geologically examined, with a program of diamond drilling planned for the summer.

Stemwinder ore is very similar to the ore of the famous Sullivan of this camp. While the Stemwinder has some high grade ore, like the Sullivan it is a milling proposition.

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The Colonist is the Home Paper of Victoria

Street Sales Are Less Than 1% of the Total Net Paid Circulation.

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is the second largest city and the legislative capital of the Province of British Columbia. It is an unusually prosperous community, the per capita wealth being the highest in Canada. It is an important seaport, carrying on extensive trade with Great Britain, Australia, China, Japan, Mexico, Peru and Chili.

The Colonist has the largest circulation of any newspaper in Victoria and Vancouver Island. It reaches a dependable market of high buying power and its readers regard it with complete confidence.

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Vancouver Island Population 120,000
British Columbia Total Population .. 500,000

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Interest in Base Metal Deposits Of Kootenay Area Awakens and Operations are Steadily Increasing

High Lead Prices and Well Maintained Silver and Zinc Prices Have Resulted in Great Activity—Many New Producers

BRITISH COLUMBIA'S Eastern mining division is the home of Kimberley and Trail and so is leading all sections in base metal production, especially lead and zinc. Owing to the high price for lead and the well-maintained prices of silver and zinc, much outside interest is being taken in the district and more capital is available for exploratory and development work; this will undoubtedly have the effect of stimulating mining and prospecting.

AMONG minor operations, activity of leasers in Slocan and Ainsworth divisions has been responsible for a considerable production of high-grade ore.

Important new mining enterprises include exploration and development of Stemwinder and North Star properties by Porcupine Goldfields Development and Finance, London; development of Ruth-Hope by Ruth-Hope Mining Co., Vancouver; reopening of Lucky Jim by A. G. Larson and associates; consummation of the deal for the Utica mine by Canadian Mines Merger, continuation of development of the Whitewater by Whitewater Mines, which company intends following an extensive development programme as mapped out by its consulting engineer; reopening of Enterprise mine by H. B. Pilcher and associates; reopening of famous Blue Bell mine by S. S. Fowler and B. L. Eastman; acquisition of the Nugget-Motherlode properties by the Western Mines Co., an English company; reopening of Emerald mine of Sheep Creek, which again has been placed on a producing basis.

Will Test Tailings

Had it not been for the monster slide and washout early in spring near Kaslo, the new mill of Metals Recovery at Whitewater would have been in full operation long ago. It will treat tailings of the old Whitewater.

The new plant, started quietly last December, and now completed, is to handle 150 tons or better in a 24-hour day. The tails from the old Whitewater mill, from many years' operation, went, of course, into the creek, but they have been impounded by nature in a flat, and at this site the new plant has been built, with California capital. The tailings, which, of course, will be available without any extensive mining operations, will provide the mill with feed for five or six years' operation, it is estimated. The new mill is well situated to handle ore from the Whitewater district, if the occasion for it should ever arise. "But we don't want anybody's ore. We have mill feed of our own for years," said Monte S. Davys, manager.

SILVERSMITH

Silversmith property is again producing and is paying dividends regularly. The present company, which is controlled in Spokane, is the successor of the old Slocan Star which went into liquidation in 1917, after succeeding the Dyron N. White Company which had operated successfully and disbursed over half a million in dividends. The mine is well equipped and, during 1924, averaged about 345 tons of lead ore and 402 tons of zinc ore a day. The stock is listed in Spokane.

Ore of a milling grade in a body four feet wide has been opened by drift for 65 feet on the 1,200-foot level of the Slogan Star mine, owned by the Silversmith Mines, says an official report. Its size is comparable with a width of four to six inches and a length of 12 feet on the 1,000-foot level. "The increase in size as depth is attained is encouraging," says the report. "It is proposed to open the body at greater depth as rapidly as the winze proceeds.

"A new stope on the Silversmith shoot, designated as No. 1,112, is 10 feet wide and showing up fine. The water of the creeks was low, interfering somewhat with milling operations in March. Early in that month milling was suspended for 12 days to make repairs. It is expected that milling operations may continue from now on and that shipments will proceed with the usual regularity."

WHITEWATER

Recently a company, headed by General Stewart, of Vancouver, took over Whitewater Mine. These claims have been operated by lessors for many years. The Whitewater Deep has also produced good ore.

Recently the Whitewater ran into excellent ore, striking a vein eleven feet wide at 1,600 feet.

SILVER BELL

A syndicate headed by Senator R. E. Green, of Victoria, is working on the Silver Bell Mine. This property is at Kaslo in Ainsworth camp. Not much information is available on the results to date.

LEVIATHAN

Victoria Syndicate, which is backed by the Mond Nickel Company, has acquired the Leviathan group of claims and is spending considerable sums under the direction of R. H. Stewart, formerly general manager of the Trail smelter, to see what the property has. Extensive sampling has indicated very encouraging values, and the work is being continued.

NETTIE L.

California capital is now trying to make mines out of the Nettie L group of properties, and the Silver Cup. These are two old-time properties that never had a real chance to show what they had in them, but that, with proper development, have excellent chances of showing much metal still to be mined. The Nettie L group was first discovered in 1890, and between 1900 and 1904 was worked quite extensively. Some 3,000 tons was shipped to the smelter and showed good values in gold, silver and lead. Subsequent work was carried on intermittently by various lessees. The property is owned by the Ferguson Mines, an English company, but the California group has it under bond.

Very high grade ore deposits exist on the Silver Cup.

CROMWELL

Col. H. H. Armstead, of Kaslo, backed by New york capital, is carrying on development work on the Cromwell at Trout Lake. He is also developing the group of properties owned by Utica Mines, inactive for many years.

CORK PROVINCE

The Cork Province, an old-time property at Kaslo, has been developed to a very satisfactory stage, but the present owners, it is now understood, are not in a position to proceed further without arranging new financing. A group of Kaslo men is in control. The annual report of the B. C. chamber of mines for 1924 stated "Conditions are favorable for profitable operations providing sufficient funds are available for development."

RAMBLER-CARIBOO

The Rambler Cariboo is a Spokane company and the stock is dealt in on the Spokane Mining Exchange. The mine is an old one and is well equipped, but has been operated under lease for some time past. There is a rumor to the effect that the owners will take over the property again and run it. The property was one of the first discoveries in Slocan and was very extensively operated 25 years ago. Over half-a-million has been paid in dividends.

AMERICAN BOY

The American Boy is a Slocan property bonded to Spokane people who have been selling stock, it is understood, and who are opening operations again.

WONDERFUL

Clarence Cunningham, of Spokane, is developing a number of good properties in Southern and Eastern British Columbia, and is doing excellent work in bringing the mineral wealth of the country to fruition. One of these is the Wonderful, which recently showed up a permanent vein for the first time in its history. It has in the past produced much tonnage of milling ore, but a permanent vein had never been located. The shipments made were from galena float.

Along with the Wonderful, Mr. Cunningham owns the Queen Bess, which has been shipping a large amount of ore. Dividends of about $25,000 were earned in the early days, but later the company owning the property got into financial difficulties and it went through various vicissitudes until Mr. Cunningham acquired it. Under his ownership, it became known as the most phenomenal property in the Slocan district. It shipped over a million dollars of ore in one year and many car loads went as high as $11,000.

Mr. Cunningham is also working Idaho-Alamo and the Van Roi, the latter an excellent property at Silverton that is shipping large amounts of ore. Mr. Cunningham has spent $250,000 on a mill at the Idaho-Alamo property.

CARNATION

The Carnation is another Slocan property on which very little has been done. It is owned by Hugh Mann, brother of Sir Donald Mann, and associates, and has recently been bonded to English capitalists for whom R. H. Stewart, of Vancouver, is acting.

BOND-REVENUE GROUP

The Revenue group, a silver-lead property 9½ miles up the north fork of the Lardeau River, taken under option by Robert Elliott and associates of Vancouver, from Lew Thompson of Ferguson, recently, is being developed by a small crew, preparatory to larger operations. The price named in the bond, which has two years to run, is around $25,000.

This group of two claims is lower down than the famous Nettie L and Silver Cup mines, but has the same ledge, and on its portion about 700 feet of work has been done. Development work will be prosecuted diligently until the fine showings have been thoroughly tested.

Decision to Operate Trail Test Mill as Customs Plant Will Be Boom to Slocan

As a Result Shipments Are Already Being Made—Will Make Much Low-grade Ore of Value

From Our Own Correspondent.

TRAIL, B. C.—The conjunction of facts of the Consolidated Mining and Smelting Company's big test mill at Trail being idle since the shutdown of the Rossland properties, and of several promising Slocan properties with large bodies of low-grade ore and no mills to concentrate it up to a shipping grade, has brought about a new departure in Kootenay mining, the Consolidated having announced that it will operate the Trail mill as a custom mill, to concentrate ore of a suitable quality.

First shipments have already gone through the mill, and a number of Slocan silver-lead-zinc properties are shipping, or preparing to ship, on the basis of the Consolidated's concentration schedule, crude ore of a milling grade.

The departure is of the utmost importance to the Slocan, for it will enable the better milling ore to be utilized from numerous properties that otherwise would stick to sorting high grade ore for shipment. While the freight on the ore, and the concentration costs are a charge, they are far more than met by the reduction in smelter charges, due to the reduction to about one-tenth the bulk. In effect, the "concentration schedule" has the effect of enhancing the value of all low-grade ore of the properties that utilize this facility.

It will mean the utilization of much ore that would otherwise not leave the workings or the dump, and will contribute to the financing of properties that look forward to mills of their own when funds are accumulated.

An instance of its utility is seen in the Enterprise Mine, near Slocan Lake, in the hands of E. C. Wragge, a Nelson lawyer, and Pat Maguire, a Slocan City mining man. These men this spring completed the rehabilitation of the mine to an operating basis, with road, flume, compressor, and cabins, which they regarded as their first stage. They then opened negotiations looking to getting sufficient capital to build a mill on the lake, in exchange for an interest in the property.

Then the Consolidated stepped into the breach, and a car of high-grade and three cars of milling ore are now being hauled for shipment. With the milling ore added to the shipping ore they had previously counted on, from the look of their ore bodies it is very likely they will in a year or two be able to provide their mill facilities without parting with an interest in the property.

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Victoria, B. C.

An Investment that is Both Sound and Safe

The Remillard "Gold Hill" claims on French Creek have been acquired by the French Creek Development Co., Ltd., and possess every indication of becoming the most outstanding Placer Gold property in British Columbia.

The "Old River Channel," which was lost during hydraulic mining operations in 1898, has been definitely located and thoroughly proven by extensive drifting and shaft operations from which exceptionally rich gold values were obtained. Diggings 12 feet above bed-rock yielded over $300 per cubic yard, comprising coarse gold, ranging up to $20 nuggets. The average assay being $18.87 per ounce.

The Remillard "Gold Hill" Claims possess every requirement as essential for unusually profitable hydraulic mining operations.

1. Exceptionally rich gold values as definitely proven.
2. Abundance of water for hydraulic operations.
3. Ample supply of timber for construction of flume, penstock, etc.
4. Unusually favorable dump for tailings and wastage.

Also buildings, saw-mill, hydraulic plant and equipment, costing $125,000. These are now on the property.

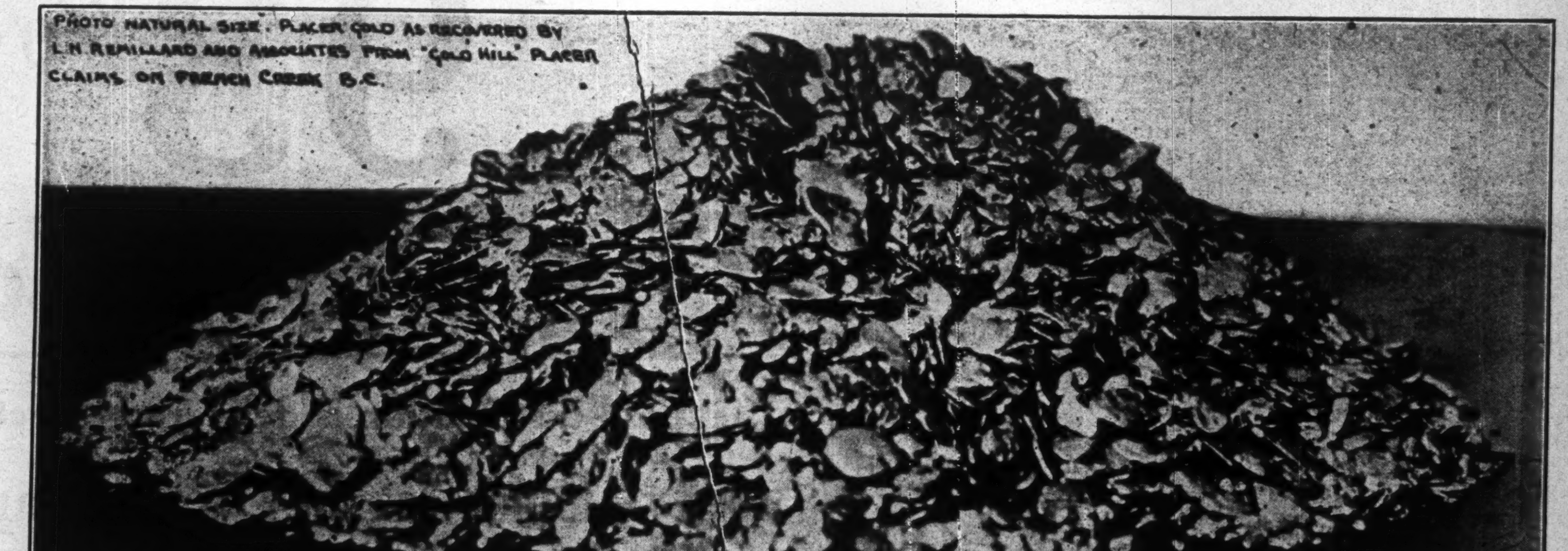


PHOTO NATURAL SIZE. PLACER GOLD AS RECOVERED BY L.N. REMILLARD AND ASSOCIATES FROM "GOLD HILL" PLACER CLAIMS ON FRENCH CREEK B.C.

ORGANIZATION AND FINANCIAL POLICY

An agreement has been entered into with Mr. L. N. Remillard for the purchase of the Remillard Placer Gold Claims, on French Creek, in the Big Bend District, north of Revelstoke, British Columbia, including the plant, sawmill, buildings and equipment now on the property.

The purchase price is $207,494.00, of which $7,500.00 is payable in cash over an extended period and the balance of $199,994.00 by the allotment of fully paid Common Shares in the Company as provided by the agreement. Mr. Remillard has assigned to the Company, to be used for the purposes of the Company $102,000 (51%) of fully paid Common Shares. The remaining $97,994.00 (49%) issued to L. N. Remillard is being retained by L. N. Remillard, E. M. Remillard and W. G. Watson, as hereinafter mentioned.

The Company proposes to offer for Public Subscription—$100,000.00 of 20-year Guaranteed First Mortgage Bonds.

Bonds to bear interest at the rate of 8% per annum.

Bonds to carry a bonus of 75% in fully paid, non-assessable Common Voting Shares.

Bonds to be issued in denominations of $25, $50, $100, $500 and $1,000.

Bonds to be redeemable by the Company at par at any time after three years from date of issue, together with interest thereon to date of redemption.

Bonds to be guaranteed by Dominion of Canada Bonds and Insurance, to be issued on the life of Walter G. Watson, organizer and Managing Director of the Company, or some other person to be selected by the directors.

The Dominion of Canada Bonds and Insurance covering the Bond Issue is to be made payable to the TORONTO GENERAL TRUSTS CORPORATION as Trustee for the Bond Holders—and upon maturity of the Insurance in 20 years, or upon death of the insured—Walter G. Watson—shall thereupon be applied on the redemption of the Bonds.

In the event of the Bonds having been redeemed by the Company previous to the maturity of the Insurance, then such Bonds and Insurance shall be payable to the Company for disbursement by way of dividends on the Common Shares.

As to the Common share earnings (see "Estimated Revenue" page 16), it is conservatively estimated that the net mine operating profits will approximate $1,161,000.00 per year—allowing for payment of interest on the Bonds, management and office expense, also taxes and contingency fund—would leave a net profit of around $1,000,000 or the equivalent of 500 per cent. dividend on Common Shares.

ADMINISTRATION POLICY

To assure the Company of the most competent and efficient management, the officers and directors agree to devote the necessary time and attention in their respective capacities on a commission basis of 10% of the net annual profits on the first $100,000, and thereafter on a commission basis of 5% of the net profits instead of the usual salary basis, which also confirms their confidence in the undertaking.

Briefly—unless the officers and directors of the company make the undertaking a profitable one, they will not receive any compensation for their services—on the other hand, if through their careful and efficient administration, big winnings are obtained as anticipated, then they will be compensated accordingly on the commission basis—which the company then can well afford to pay.

The Company has been fortunate in obtaining the services of Mr. Wm. C. Hall as Mine Manager. Mr. Hall is considered in mining circles as one of the most competent and outstanding hydraulic men on the Pacific Coast. Mr. Hall has had 25 years of hydraulic mining experience in Old Mexico, U. S. and Northern British Columbia goldfields.

ESTIMATED VALUE OF PROPERTY

Estimating the quantity of workable gravel at an average of 20 feet in depth over the 158.4 acres—figures out to a total of 5,111,040 cubic yards of gravel. This quantity, mined at the conservative estimate of 6,000 cubic yards per 24-hour day (three 8-hour shifts), operating with two No. 6 Monitors, and allowing 180 days or 6 months operation per year, assures continuous operation for nearly 5 years.

Estimating the upper 10 feet, or 2,555,520 cubic yards to yield an average of 25c. per cubic yard figures out to	$ 638,880.00
Estimating the second or lower 10 feet, or 2,555,520 cubic yards to yield an average of $2.00 per cu. yd. figures to..............	5,111,040.00
Or a gross valuation on the two Claims of......... or an average of $1.12½ per cubic yard of gravel.	$5,749,920.00

Note the above conservative average estimate of $1.12½ per cubic yard—whereas, actual values as obtained at a depth of 12 feet downward in the "Old River Channel" yielded as high as $2.00 per pan or $304.00 per cubic yard. The usual estimate is 152 pans per cubic yard.

Note also that the above figures do not include the inestimable and most probable "excessive bed-rock winnings."

Mention might also be made as to the high value of the French Creek gold—yielding an average of $18.87 per ounce—as compared with the usual price of from $14 to $17 per ounce.

Attention might also be drawn to the coarseness of the French Creek gold which practically eliminates loss in sluicing operations—nuggets ranging up to $2.00 in value being common, with frequent values up to $10.00 and occasionally larger—a $375.00 nugget was recorded during early operations.

ESTIMATED REVENUE

Estimating conservatively on 180 days (6 months) operation per year, and the working of only 6,000 cubic yards of gravel per 24-hour day (three 8-hour shifts), operating with two No. 6 Monitors, at an average of $1.12½ per cubic yard (see "Estimated Value of Property") figures out to:

6000x180x$1.12½ or a gross revenue per year of		$1,215,000.00
Less estimated maximum cost of mining as above set forth, figures out to: 6000x180x5c. or		54,000.00
Leaving a net annual mine profit of..........		1,161,000.00
Allow for payment of interest on $100,000.00 French Creek Development Co. Ltd., Bond Issue at 8 per cent. per annum..$	8,000.00	
Allow for management, contingency fund, taxes, etc...............	153,000.00	
Total		161,000.00
Leaving a net yearly profit of...............		$1,000,000.00

Or the equivalent of 500% dividend on the total Common Share Issue of $200,000.00.

PROPERTY AND LOCATION

The property consists of two Placer Gold Leases, located near the junction of French Creek and Gold Stream—Gold Stream being a tributary of the Columbia River in the Big Bend District, north of Revelstoke, British Columbia. French Creek enters Gold Stream from the north-west at a point about 12 miles from the latter's junction with the Columbia River.

TITLE

The property has been secured from the Government of British Columbia under two (2) Placer Gold Leases, being 1500 by 2300 feet each in area, comprising 158.4 acres.

The term of each lease is twenty (20) years—renewable—subject to an annual rental of Twenty-five Dollars ($25.00) per lease—also requiring the development work on each lease to the value of Two Hundred and Fifty Dollars ($250.00) per year, or a total annual liability on the two claims of $50.00 for rentals, plus development work to the value of $500.00.

PURCHASE PRICE OF PROPERTY

The purchase price of the Remillard Placer Gold Claims, together with plant and equipment, is $7,500.00 in cash, and $199,994.00 in fully paid Common Voting Shares, subject to the said L. N. Remillard assigning to the Company $102,000.00 (51%) of fully paid Common Voting Shares for treasury and promotion requirements.

A few of the outstanding points respecting FRENCH CREEK DEVELOPMENT COMPANY, LTD., Guaranteed First Mortgage Bonds bearing 8 per cent. interest annually.

FIRST, Your invested capital is positively protected by a "100 per cent. Guarantee" backed by Dominion of Canada Bonds and Insurance.

SECOND, The 8% interest is guaranteed by—1st Mortgage on the sawmill, hydraulic plant, equipment, etc., as now on the property and valued at $125,000. Also—First Mortgage on the "Remillard Placer Gold Claims"—which can be readily sold for $500,000 on a royalty basis, and also on a first call on the profit earnings of the Company.

THIRD, The bonus of 75% in fully paid non-assessable Common Voting Stock enables you to participate in the exceptional profit earnings and which are certain to create a ready market for this stock on the Stock Exchange at figures greatly exceeding its par value.

FOURTH, The low capitalization of the French Creek Development Company, Limited, and the exceptionally rich gold values as definitely proven on the "Remillard Gold Hill Claims"—in addition to buildings, equipment, etc., now on the property assures large profits on the Common Stock.

FIFTH, FRENCH CREEK DEVELOPMENT COMPANY, LTD., "Guaranteed First Mortgage Bonds" are a sound business investment—not a speculation. It is a clean-cut business proposition, founded on clean-cut business principles.

SIXTH, Your Trustee is The Toronto General Trusts Corporation, who are appointed under written agreement as Trustees for the French Creek Development Company, Limited. This Corporation will retain the necessary amount to cover purchase of the Dominion of Canada Bonds and Insurance, which guarantees your invested capital. A limited number of these Bonds are now offered to the public, and afford an excellent investment, and backed by men whose practical knowledge assures the most competent and economic management.

For further particulars apply:—

W. G. WATSON and ASSOCIATES
Fiscal Agents
French Creek Development Company, Limited
524 Vancouver Block, Vancouver, B.C.

Coast Waits to See What Equalization of Rail Freight Rates Means Before Fully Endorsing New Railway Policy

British Columbia Opposes Crow's Nest Agreement and is Not Willing to Lose Certain Benefits Province Now Has—Official Review of Whole Railway Freight Situation on the Coast.

JUST now there is not absolute unanimity of opinion on the coast regarding railway freight rates. For years the West has been fighting for equalization of rates; for the elimination of the mountain scale of charges for hauling traffic; for reductions all around in the cost of transporting commodities to and from the Pacific coast. Various changes have been made and recent legislation ordered an equalization of freight rates throughout Canada. Now there is no certainty as to how British Columbia will be affected. In the main the new move has received endorsation on the coast. It is felt that movement of freight through Pacific ports will be stimulated and Vancouver's distributing area widened. But mature reflection by business men has raised some doubts, and they are saying little. They are afraid that equalization may remove some of the particularly beneficial rates that the coast has enjoyed and concerning which little has been said. And there is much dissatisfaction at the retention of the Crow's Nest Pass rates and their removal from the equalization discussions.

That is why business men on the coast are talking more about the elimination of the mountain scale than about freight rate equalization.

Two recent pronouncements on the freight rates question may be taken as representing at least the provincial government's view in the question. One is from G. G. McGeer, K. C., and the other is from Premier John Oliver. They must be read, though, with regard for the fact that British Columbia's position under any forthcoming changes is yet indefinite.

Speaking at the Western mayors' convention in Edmonton, Mr. McGeer, who has been acting as B. C.'s counsel before the railway board, said that industrial development in the West would be facilitated by "more satisfactory" freight rates.

He said that sugar could be transported from Halifax to Winnipeg, a distance of close to 2,250 miles, for $1.20 per hundred weight. It cost the exporters of sugar from Vancouver to Winnipeg, a distance of 1,466 miles, $1.60, despite the fact that in the two routes there was a difference of 800 miles.

In this way, said Mr. McGeer, Vancouver exporters were shut out of the Eastern market.

Another example that the speaker gave that he claimed was most unfair was the export of wheat from Calgary to Vancouver, and the returning of lumber from Vancouver to Calgary. The rate of the transportation of wheat to Vancouver from Calgary is 22½c. On returning these cars to their previous location, lumber dealers in Vancouver sent back the cars filled with lumber, and the cost to send back the lumber is 50c. a hundred, and as Mr. McGeer said, nearly 150 per cent. more.

"How can it cost that much on the basis of all common reason?" asked Mr. McGeer. "It can be easily seen that it costs more to ship lumber than it does to have it cut in the forest and made ready to be exported."

A peculiar fact that Mr. McGeer told of was the exporting of wheat to Japan or to trade on the Pacific ocean. He said that supposing thirty cars of wheat were shipped from Calgary, the cost would be 22½ cents. If one of those cars were cut out at Vancouver, the rest being shipped to other countries, the car cut out would cost Vancouver buyers 41½ cents per 100 for the transportation.

Premier Oliver at a luncheon in Vancouver traced the history of rail rate legislation from the time British Columbia came into Confederation.

He said at this time:

"The construction of the Canadian Pacific Railway was the chief inducement for British Columbia to enter into and become part of the Dominion of Canada.

"Neither in the terms of Union nor at any time previous to the completion of that railway was there anything to indicate that transportation charges on that railway would be higher in British Columbia than elsewhere in Canada.

"From the first completion of the C. P. R. to the present time Western Canada, and particularly British Columbia, have been subjected to higher charges than obtained in Eastern Canada. Attempts have been made at various times to have this manifest injustice removed but with only a partial success.

The Three Rate Zones

"The Canadian Pacific Railway has been divided into rate zones; Eastern zone extending to Fort William; Prairie zone to the mountains from Fort William, and Pacific zone 750 miles inland from the Pacific coast.

"Under the judgment of the Board of Railway Commissioners given in 1914 Prairie rates approximated twenty per cent. higher than Eastern rates and Pacific rates fifty per cent. higher than Prairie. These were class rates and the discrimination was largely reflected in commodity rates as well.

"Early in 1921 certain representations were made to the provincial government, as a result of which the removal of the unjustly discriminatory railway rates was made a matter of government policy. Briefly the actuating reasons were: The building of the Canadian Pacific Railway was a part of the terms upon which British Columbia became part of Canada and the charging of excess rates on the C. P. R. in Briiish Columbia was not consistent with the terms of union; that British Columbia had contributed large land grants in aid of the building of the C. P. R. and that no other province had so contributed.

"Application for redress was made to the Board of Railway Commissioners and also to the government of Canada.

"Numerous sessions of the Board of Railway Commissioners were held, at which evidence was assembled at great labor and cost in support of British Columbia's application for relief, and I think our prospects were good when in 1922 another factor, namely the Crow's Nest Pass Act, intervened.

Railway Subsidy in the Crow's Nest

"This Crow's Nest Pass Act provided for a subsidy by Canada to the Canadian Pacific Railway of some $3,600,000 for building a railway from the main line of the C. P. R. in Alberta through the Crow's Nest Pass to Kootenay Lake, B. C., and in return for this subsidy the C.P.R. agreed to make certain rate reductions from the rate tariffs then in force. These rate reductions were as follows:

> "'Upon all green and fresh fruits 33 1-3 per cent.; coal oil, 20 per cent.; cordage and binder twine, 10 per cent.; agricultural implements of all kinds, set up or in parts, 10 per cent.; iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe fittings, nails, spikes and horse shoes, 10 per cent.; all kinds of wire, 10 per cent.; window glass, 10 per cent.; paper for building and roofing purposes, 10 per cent.; roofing felt, box and packing, 10 per cent.; paints of all kinds and oils, 10 per cent.; live stock, 10 per cent.; wooden ware, 10 per cent.; household furniture, 10 per cent.
>
> "'And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid; such reductions to take effect on or before the first of January, 1898.
>
> "'That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches of connections west of Fort William to Fort William and Port Arthur and all points east, of three cents per hundred pounds.'

"The cost of labor and materials increased very largely as a sequence of the war and as a matter of expediency, the C. P. R. had by order-in-council or by statute been temporarily relieved of the limit upon rates imposed by this agreement, and the period of this temporary relief was due to expire on July 6, 1922.

"Following the close of the war, the prices of grain and live stock had decreased very largely, while the prices of machinery and supplies which the prairie farmer had to buy, had been maintained or increased, and it was quite natural for the farmer representatives from the prairie provinces to seek the restoration of the low Crow's Nest Pass Agreement rates as soon as possible, so that when parliament met in 1922 the C.P.R. was seeking a further suspension of the Crow's Nest Pass rates and telling of the dire financial straits to which they would be reduced if this were not done. The prairie members were telling parliament of the dire straits their constituents were in and the Board of Railway Commissioners were apparently waiting to see what parliament would do before deciding upon British Columbia's application.

"Parliament continued the suspension of the Crow's Nest Pass Act rates except as to grain and flour and almost immediately following this decision, the Board of Railway Commissioners gave judgment, reducing the excess of the mountain rate by one-half on class rates but not interfering with the commodity rates. A small general rate reduction applicable to the whole of Canada was ordered at the same time.

"From the text of the judgment given, it is quite certain that the restoration of the Crow's Nest Pass rates on grain had the effect of limiting reduction in rates generally and there is some reason to think that had it not been for the restoration of these rates, the excess mountain rate would have been abolished.

"It is quite clear to my mind that the Board of Railway Commissioners, in framing their judgment, had no regard whatsoever to our terms of union or to the huge land grants given by us, or to the subsidies given by Canada to the Canadian Pacific Railway. The Crow's Nest Pass agreement rates were made effective by parliament on grain and flour moving eastward and the Board of Railway Commissioners left the war time rate on grain and flour moving west, and it was only as a result of the persistent efforts of the counsel of the British Columbia government that the twenty per cent. reduction on grain and flour moving west for export was obtained.

"From the decision of the Board of Railway Commissioners an appeal was taken to the governor-in-council, with the sequence that a further reduction of ten per cent. on grain and flour was obtained.

Export Grain Shipments Grow

"The effects of these reductions are shown in the exports of grain and flour and in the capital expenditures made in your city in connection with the grain trade.

"We have continued to press for justice to British Columbia, and I think we were entitled to a decision upon several questions submitted to the Railway Board for some months past.

"On July 6, 1924, the partial suspension of Crow's Nest Pass rates made in 1922 expired and immediately the C. P. R. filed a rate tariff under that agreement, not the rate tariff as it was before the first suspension, but a rate tariff applying to a much smaller area, I have thought that this tariff was designedly restricted as to area for the purpose of producing a chaotic condition—however that may be, the chaotic condition was produced. Protests against the tariffs filed poured into the railway board in all directions. A hearing took place at Ottawa, the railway company tried to get away from its agreement entirely and the board by a majority decision agreed with it. Appeal to the governor-in-council and to the supreme court quickly followed and the governor-in-council suspended the decision of the board pending hearing by the supreme court. Hearing by the supreme court followed and a judgment was given upholding the validity of the Crow's Nest Pass agreement and upholding the Canadian Pacific Railway Company in its narrow application. The resulting condition was intolerable and action by parliament became imperative. The speech from the throne foretold rate equalization legislation.

Equalization Finally Recognized

"On June 5, an order-in-council was approved by the governor-general and I attach considerable importance to this order, not so much to its legal effect but as a declaration of policy made in the light of and as a sequence to the judgment of the supreme court of Canada. It is a declaration 'that the policy of equalization of freight rates should be recognized to the fullest extent possible as being the only means of dealing equitably with all parts of Canada.'

"The question you and I have to ask ourselves is this: Is this declaration of principle carried out in the legislation subsequently passed, and if not, why not?

"I have no hesitation in saying to you that in my opinion that declaration of principle is not fully carried out.

"The retention of the Crow's Nest Pass Act Agreement rates on grain and flour is not in accord with that principle. The extension of those rates to a railway mileage over five times larger than the mileage to which they originally applied is not in accord with that principle. The application of those rates to eastward and the denying of them to a westward movement, is not in accord with that principle. I am not saying that the government did not go as far as they could toward giving effect to the principle they had endorsed. I know from experience that governments cannot always secure the legislation they desire.

"But to come back to the legislation just enacted, my understanding is that it leaves the rate to be charged for the westward movement of grain and flour with the board of railway commissioners, who are required 'to fix, determine and enforce just and reasonable rates.' British Columbia has been contending that the rates upon grain and flour westward from Alberta and Saskatchewan to the Pacific ports, as compared with the rates from the same points eastward to Fort William, were unjustly discriminatory. What position will we be in if the Board of Railway Commissioners find that our present rates in themselves are just and reasonable, but that as compared with the rate to Fort William, they are excessive? Will not the board under the judgment of the supreme court be compelled to say in the language of that court: 'Discrimination so authorized by parliament cannot be regarded as unjust or prohibitive.' I would, under the conditions herein set out, consider the discrimination a statutory one. I am prepared to accept at their face value the declaration of principle and intent as set out in the order-in-council and in the statements of Premier King, but I am not at all sure that the legislation enacted will have the results intended.

"Now let us look at some features of the legislation which indisputably will be of great benefit to British Columbia.

"Under those portions of the Crow's Nest Pass Act and agreement, fresh fruit could be shipped from eastern Canada to west of Fort William, on 1897 rates, less 33 1-3 per cent.—the removal of this preference will be of great advantage to the fruit grower of British Columbia.

"Coal oil from Eastern Canada could be shipped west of Fort William on 1897 rates less twenty per cent. The removal of this preference will benefit British Columbia refiners.

"Cordage and binder twine could be shipped from Eastern Canada on 1897 rates less ten per cent. The removal of this preference will help the cordage factory owned by returned soldiers at New Westminster.

"Agricultural implements of all kinds and parts could be shipped from Eastern Canada to west of Fort William on 1897 rates less ten per cent. The removal of this preference will enable the manufacturer in the Maritime Provinces to ship through the Panama Canal and distribute through Canadian Pacific Coast ports.

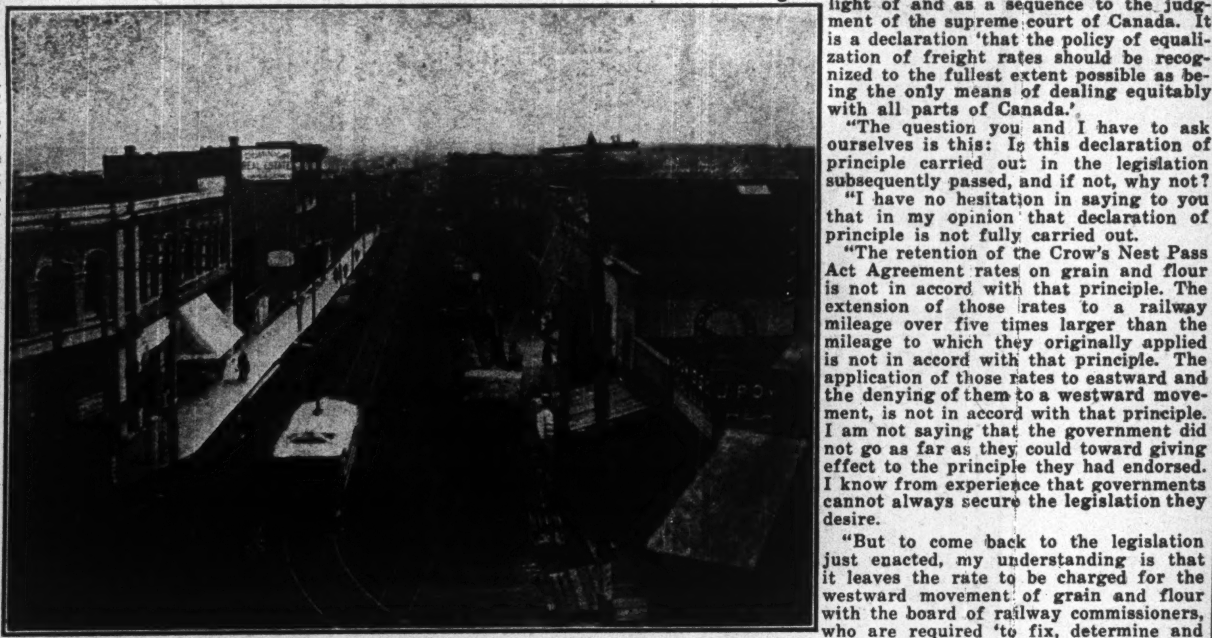
"The removal of the 1897 rate less ten per cent. from iron, including bar, band, sheet and galvanized sheets, pipe and pipe fittings, plates, nails, spikes and horse shoes, will permit the manufacture, importation and distribution through British Columbia ports to an extent not hitherto possible.

"Eastern Canada was privileged to ship to west of Fort William on 1897 rates less ten per cent.: All kinds of wire, window glass, paper for building and roofing purposes, roofing felt, box felt and packing felt, paints of all kinds, and oils; live stock, wooden ware, household furniture.

"British Columbia will benefit by the removal of the preference given to Eastern Canada in respect to every one of the commodities mentioned. We may be a long way from a full measure of equity, but who can truthfully say that we have not made much progress in that direction?"

It is not difficult to read into this speech that B. C.'s policy will be to "wait and see."

Vancouver 30 Years Ago— and NOW



Corner of Cambie and Cordova Streets, Vancouver, B.C., thirty years ago. This interesting picture shows the plank streets and board sidewalks and instead of horses and rigs being parked at the curbs, there are now rows of autos.

Aerial view of Vancouver by the Royal Air Force.

OLYMPIC
Mines Limited
(No Personal Liability)

ONE of the best organized companies operating in Portland Canal District, British Columbia—

BECAUSE: not over capitalized; $750,000 of par value $1.00, of which 456,000 (or over 3/5 of the total capital) remains intact in the Treasury for financing of development and only 294,000 shares (or less than 2/5 of total capital) were issued in payment of a free and clear title to its mineral claims.

BECAUSE: it has NO CASH payments to meet and consequently all capital subscribed will be available for actual development and equipping the property.

Olympic has a very strong directorate and will be under capable and expert management.

The company's properties consist of over 500 acres and are surrounded by active development, being bounded on the south by the "Dunwell" and "Lakeview" Mines; on the west by "Victoria" Mines, and on the east by "Emperor" Mines. The geological conditions co-relate to the surrounding properties while the largest vein system exposed on the "Dunwell" hill runs through the heart of the company's property.

Olympic gives investors a just and fair run for their money.

Write to us for further particulars

MASON & DIESPECKER
827 Rogers Bldg., Vancouver, B. C., 114-6 Pemberton Bldg., Victoria, B. C.
Members of Victoria Stock Exchange

LAKEVIEW
(Stewart, B.C.)
MINES, LIMITED
(Non-Personal Liability)

LAKEVIEW consists of a solid block of seven claims and a fraction east of and adjoining the Dunwell Mines, four of which are Crown Granted and all free and clear of encumbrance.

LAKEVIEW has been in continuous and successful operation since June, 1924, and during the winter months also installed machinery and equipment and hauled in supplies for summer operations.

LAKEVIEW has encountered its Cabin Vein in No. 3 tunnel and is now drifting East and West. The intention being to upraise from the East drift to No. 1 tunnel and then to the surface and so block out a considerable body of commercial ore.

LAKEVIEW is ideally located for economical shipping of ore and is geologically co-relative to the adjoining property having the same intrusive stocks and dykes which produced high grade sulphides in that mine and carrying gold, silver, lead and zinc. Assays average in No. 1 tunnel $40 per ton or better.

LAKEVIEW offers an opportunity to profit from a
Low Capitalized, Well Equipped, Soundly Managed, Mining Company
Write to us for further particulars
Let us send you the B. C. Minister of Mines 1924 Report on this company and its operations.

MASON & DIESPECKER
114-116 Pemberton Bldg., Victoria, B. C. 827 Rogers Bldg., Vancouver, B. C.
MEMBERS OF VICTORIA STOCK EXCHANGE

Geological Survey Making An Intensive Study of B.C. Deposits This Year

Director Says Great Mass of Granitic Rock Was Source of Much of the Metallic Wealth With Deposits Along Its Flank

THE increasing importance of British Columbia's mineral areas is being recognized by the Geological Survey of Canada, and this year Ottawa has quite an army of men busy in the various parts of the province. It is true that in the eyes of the general public the spectacular gold and silver metals command the greatest attention, hence such great interest in Portland Canal. However, the great lead, zinc and copper deposits, of which B. C. abounds, are of equal importance and promise to give that province world dominance in industrial development as years go on, and other world deposits decline. In dealing with the activities of the Geological Survey in B. C., this year, Dr. Collins, the director, says:

"It is becoming evident that the Coast Range batholith, a great mass of granitic rock that extends the length of British Columbia and Yukon was the source of much of the metallic wealth of the Cordilleran region, and that deposits of silver, lead-zinc, copper, gold, etc., are distributed along its flanks. This year practically the whole field programme in British Columbia is directed towards investigation of known mineralized areas related to the Coast Range granite, or towards exploration of promising, but little known, areas along its margins.

C. H. Stockwell is investigating and mapping Galena Hill, Yukon, one of a group of areas containing rich silver-lead ore deposits, of which Keno Hill is the best known.

W. E. Cockfield is examining various deposits of lead-zinc and other ores near Atlin. He is chiefly occupied, however, in exploring the Eastern margin of the Coast Range granite from Atlin southeastward towards Telegraph Creek.

W. A. Johnson is resurveying the placer-gold bearing gravels in the vicinity of Dease Lake, Cassiar district. The Cassiar placer field was discovered in 1874, and in the first year produced gold to the value of $1,000,000, but in time production declined, and for many years has had no output. Last year, however, new discoveries, alleged to be rich, were made, and this year there has been a considerable influx of prospectors. Mr. Johnston will investigate the possibilities of the placer deposits. It is expected that some of the prospectors will remain in the Dease Lake region and turn their attention to search for ore deposits in the solid rock formations. To render assistance in this work, F. A. Kerr has commenced a geographical and geological exploration of the region around Dease Lake.

J. A. MacDonald is making a topographical survey of two 15-minute quadrangles (about 400 square miles) of the Bear and Marmot River mineralized areas, on Portland Canal. Contoured maps on a scale of one inch to the mile will be prepared as a basis for later geological work.

G. Hanson has gone into explore and investigate the mineral possibilities of the region between Smithers and Usk, on the Canadian National Railway. This will include investigation of the mineral deposits of Hudson Bay Mountain.

J. R. Marshall is continuing the exploration of another section of the Eastern margin of the Coast Range batholith in the vicinity of Ootsa and Eutsuk Lakes, south of the main line of the Canadian National Railway. This region is comparatively easily reached by way of the long narrow lakes it contains, and some deposits of lead and zinc have been found there.

V. Dolmage is continuing exploration in yet another section of this eastern margin of the Coast Range batholith around Chilko and Tatlayoko Lakes. Gold, limonitic iron ore and other economic minerals have been found in the vicinity.

H. T. James is examining in detail the copper ore deposits at Britannia, including the Britannia mine, and will make a detailed geological survey of the area in which the mineral deposits occur. These lie near the Western side of the Coast Range batholith, not far north of Vancouver.

C. E. Cairnes is making a detailed study of the geology and silver-lead ore deposits of Slocan mining district.

A. C. T. Sheppard has in hand a topographical survey of a 15-minute quadrangle (about 200 square miles) just north of the Sullivan Mine, at Kimberley. A map for publication on a scale of one mile to the inch will be prepared as a basis for a subsequent geological survey in the same area. There is some reason for believing this area to be favorable for the occurrence of lead-zinc deposits.

J. F. Walker will explore a comparatively little-known area lying between the Windermere and Lardeau map-areas, north and northeastward from the head of Kootenay Lake. He will also make a preliminary examination of reported recent discoveries of titanium ores in the vicinity of Golden.

C. S. Evans will examine and map the country on either side of the Rocky Mountain trench (valley of Columbia River) from Windermere northward. A study of this area is required for a better understanding of the geological history of Southeastern British Columbia.

Nelson District is Expecting Operations Steadily to Grow

NELSON is looking for larger and larger activities as the demand for base metals steadily increases. Many old properties have been reopened and many others are being examined. The Foreman Granite, one of the early mines, is under bond of Spokane capital. They are selling stock now. They struck some ore recently and have made a payment on their bond for the property, and state that they will carry out developments. They are now driving a tunnel to give access to the ore bodies and at the same time to drain the mine. It has produced considerable gold in the past and it is well equipped with a ten-stamp mill, a tramway, and up-to-date machinery.

The Golden E—, nine miles from Nelson on the Great Northern, was incorporated two years ago for $500,000 and considerable development has been done. It is fairly well equipped and a deal is now on with a United States crowd to take over a large block of stock and develop it further and to erect a mill.

The California Mine, on Toad Mountain, near Nelson, has been under bond for six years by a company in Spokane. Some $150,000 has been spent and 40,000 tons of ore blocked out. They have enough ore to run ahead for two years, but for some reason have failed to meet their last payment. It has reverted to the original owners, who are stated to have renewed operations.

Another property that had big results in the old days, and is now being revised, is the Standard Silver Lead. It paid over $2,700,000 in dividends under its original owners, or 135 per cent. on the capital stock. It has been under lease for the past three years and marvellous results have been secured. In 1923, over 40 cars were shipped. It is rumored that the company that owns the property will take it over again from the people who have leased it, and do the further development work.

Engineer, in Far North, is One Of World's Richest Mines

THE selling of shares of Engineer Mine, located away back in almost inaccessible regions of Northern British Columbia, at $100 a share in New York has focused attention of the world on this now famous enterprise.

In the first place it is generally considered by people who ought to know as one of the richest mines in the world. Ore running $2,000 to the ton up to a level exceeding that of the famous Croesus of Northern Ontario, if that is possible, is said to exist in its workings.

But the big interest in the mine for the general public is in its romantic history. Not much was heard of it until Captain James Alexander and his wife perished on the Princess Sophia off the Alaskan coast. Then claimants sprang up and tremendous litigation, which only recently ended, followed. It was this court trouble and the possibilities that it would never be possible to get a clear title which prevented the Timmins, of Hollinger fame, from taking up the property. They examined it and were favorably impressed.

Alexander, a soldier of fortune—he was in India and through the Boer war—staked the mine. In Chicago he is said to have married Abbie Williams. She went with him as his wife. Some questioned if they were married, when the matter was in the courts. Brothers of the wife laid claim to an interest in the mine. They said that the position of the bodies of Alexander and his wife when rescued from the wrecked ship indicated that the wife had died last. Therefore, the mine was hers and her brothers were entitled to share, as she had left no children. Alexander was a mystery. He was said to come of illustrious parents in England. His relatives could not be found.

After years in the courts, a settlement was reached and the mine passed into the hands of New Yorkers. About a year ago, Chicago people, who were closely associated with interests in the venture, came to The Financial Post to get information about the mine. They said that they could buy shares at $3 and were told that the stock would go to $100. The tip was evidently a good one. Sensational ore finds have been reported of late from the mine. It will cost a great deal to mine it, but then with such ore, costs will be a mere nothing.

Nickel Plate Mountain Has Produced $12,000,000

Out of Nickel Plate Mountain $12,000,000 in gold ore has been taken.

Although its years of greatest production are in the past, the Hedley Gold Mine is still carrying on with good results.

Lucky Jim Mine, Unlucky for Many,

* * * * * *

Now Promises to Make New Owners Rich

LUCKY JIM Mine, famous for its ups and downs, once owned by Winnipegers, headed by Ex-Premier R. P. Roblin, Manitoba, is again in the limelight. The Lucky Jim Co., a corporation now controlled in the United States, has just purchased the Roseberry mill of the Roseberry Surprise Company, which has one of the big producers of the Slocan, the Surprise Mine, as well as the Ivanhoe, Canadian Group, Bosun and others.

The Winnipegers in the operations got into financial difficulties.

About six months ago the property was taken over by Pohlman Brothers of Spokane, brokers, under the advice of A. G. Larsen, M.E., the former manager. The company was formed and sufficient capital was raised to proceed with developments. The old mine has come back strong, and has proven itself worthy of all the effort that has been put on it. Large bodies of new ore that have never before been encountered have shown up. These carry good values in lead, gold and zinc. The vein is very large, running as large as eight feet of solid ore. Outside of the old ore bodies, which looked better than ever, these new bodies have been found.

This shows what true development can bring even with a mine that has been regarded as a failure because of mismanagement.

The Lucky Jim was implicated in the greatest scandal of mining history, when G. Weaver Loper, the managing director, and transfer agent, over-issued three million and ninety-four thousand shares. He hypothecated the shares at one-half their market value and at very high rates of interest with moneylenders in Spokane. When his crime was discovered he was sent to jail, but it was necessary to increase the company's authorized capital to provide for the over-issue of stocks.

Lucky Jim president, A. G. Larsen, says the first work undertaken was a continuance of the cross-cut on No. 3 level to intersect a series of ore-bearing fissures, heretofore undeveloped, lying farther in the hill, and at a considerably greater depth. Among these was one designated as the "Big Fracture." This fissure had been exposed in a shallow shaft sunk from the surface, and gave unusual promise of yielding a large ore body at depth. After reaching this fracture on No. 3, an upraise was started. The upraise has recently encountered a body of ore which measures 10 feet in width, and carrying values approximately 20 per cent. lead, 20 ounces in silver, and 10 per cent. zinc. Its full width is undetermined. The depth at this point is 450 feet from the surface. At the same horizon, in other workings, large bodies of lead-silver ore were mined in the early history of the property. According to the nature of this deposit, it is expected that the lead values will predominate in even greater proportion as development progresses upward.

"Development of other fissures on this level will also be undertaken, in addition to advancing the crosscut to intersect another series of fissures beyond.

On No. 5 level development has been proceeding upward on the footwall side of the vein, to prove the downward continuation of the ore bodies on No. 4 level. This work has met with very satisfactory results. There is now exposed a large volume of lead-zinc ore in two separate raises from this level, a general sample from one of which gave returns of 20 per cent. lead, 20 per cent. zinc, and 20 ounces in silver. Another cross-cut from stope known as No. 502, recently encountered four feet of 45 per cent. zinc ore, in a fissure previously undeveloped above the No. 5 level.

During the progress of development work, a few cars of crude ore have been shipped to the smelter.

Forty-Two Boat Lines Out of Vancouver Port

Thirty-four deep sea steamship lines operate to Vancouver from almost all commercial centres of the world, and 42 separate and distinct services are maintained.

At the close of the war the port boasted only six deep sea lines and a very restricted trading area, but since the armistice was signed the Pacific ocean trade has advanced by leaps and bounds, and 1924 was the best year the port has ever experienced.

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The Pacific Great Eastern

A Discussion of the Future of the Line That Has Added Forty-Five Million Dollars to the Indebtedness of British Columbia — Fine Resources Exist Along the Road

UNDOUBTEDLY British Columbia's most important problem at the moment is to make the Pacific Great Eastern Railway pay its way. Originally launched under the most optimistic circumstances, this railway has become a serious liability for the province. Its $45,000,000 of indebtedness bears heavily upon the provincial finances and its $2,000,000 yearly of deficit drains the provincial revenue heavily.

When the line was undertaken—before the war—there were several important ends in view and several sound reasons to justify construction. Colonization was the deciding motive. There was a scheme to open large areas of wonderfully fertile land in the northern interior and to bring blocks of industrious German settlers to cultivate the territory. The railway was needed to provide transportation stimulus. The Grand Trunk Pacific was being built about the same time, with Prince Rupert as its western terminus, and without any connection to Vancouver. It was planned to link the P. G. E. with the G. T. P., and to arrive at an operating agreement between the two roads whereby the G. T. P. would find its Vancouver outlet along the P. G. E. The willingness of British Columbia to lend provincial guarantees to the construction of the line was further strengthened by the fact that responsible parties offered substantial guarantees in connection with the work.

The war was the chief reason for the downfall of the hopes of the builders. The German settlement scheme — in fact all colonization work—was abruptly brought to a halt. The Grand Trunk Pacific slid into the pit of financial failure and when it was joined with the Canadian Northern in one governmental system, the P.G.E. was no longer needed as a Pacific outlet. Construction costs rose and finally the P.G.E. got into such a mess that the government finally decided to take over the line, operate it and complete it and to relieve the private contractors of responsibility.

The road was left hanging in the air with no connection with Vancouver and no northern outlet. Under such conditions it has been impossible to make it pay at all.

That is the history to date. There is promise that a turn in the road's affairs is nigh; there is decidedly more optimism regarding the P. G. E. in British Columbia to-day than ever before. The natural resources, the fertile lands and the scenic attractions along the line assure traffic in years to come. The day of deficits is not past, but the deficits should materially dwindle from now on and disappear in time.

The government intends to complete the line from Squamish to Vancouver at a cost of about a million and a half, and thus give all points on the P. G. E. direct connection with Vancouver. In time, more northerly extensions may be made, and it is indeed likely that the line will ultimately form a part of a direct steel highway between the Peace River country and the Pacific ports.

Most of the facts above are well known to business men and investors outside of British Columbia. On the other hand, the story of the resources available along the line is not so well known, and for that reason the following by Thomas Kilpatrick, general manager of the line, will be of interest and value. This article attempts only to discuss timber, mineral and power resources, in which readers of The Financial Post are most likely to be interested. The story of agricultural opportunities is too long to be adequately reviewed in the available space:

By THOMAS KILPATRICK,
General Manager,
Pacific Great Eastern Railway

THE Pacific Great Eastern Railway was incorporated on February 27, 1912, with a capital stock of $25,000,000, for the purpose of constructing a standard gauge railway from Vancouver to Prince George. The capital was later increased to $40,000,000, the additional $15,000,000 being for the purpose of extending the line from Prince George into the Peace River country. Forty-thousand shares of the first issue were transferred to the company, and later, by an agreement dated April, 1918, they were returned to the government of the province of British Columbia, who now holds all the shares as security for loans granted to the company.

In the year 1912 the province of British Columbia guaranteed securities to the extent of $35,000 per mile for 450 miles. In 1914 this guarantee was extended over the entire 480 miles, and additional securities to the extent of $7,000 per mile were given, making a total of $42,000 per mile for 480 miles of railway, amounting to $20,160,000. Since this time other loans have been advanced by the provincial government to the company for purposes of construction and operation. At the end of the fiscal year, viz., June 30, 1924, the annual statement issued by the company shows: Cost of railway, $28,125,040; interest and discount, $14,962,722, loss in operating, $1,798,883. Total, $44,886,647.04.

The vast territory which the railway was designed to serve contains almost one-half of the entire province, and has great wealth in fruit, agricultural and grazing lands, timber, coal, waterpower, and minerals of all kinds, including some of the richest placer deposits in the world. Rivers and lakes teem with fish. Big game, including moose, elk, cariboo, deer, grizzly and black bear, moun- Hydraulic, Cedar Creek, Horsefly and on the Fraser River. Quite recently a mining man staked, for some Seattle people, two large bench placer claims on the Fraser River, one near Marguerite and one near Alexandria.

In the Chilcotin country, west of the tain goat and sheep, is plentiful, and there is an abundance of small game and fur-bearing animals, also scenic attractions that are unsurpassed in Canada.

To develop these resources, it was considered necessary to build the railway from south to north to serve as a main artery for transportation, and, should necessity arise, branch lines could be constructed for the purpose of handling heavy tonnage of coal, ore or other commodities.

It should be remembered that a colonization railway cannot be expected to pay until some of the resources are developed in the country it serves.

With the development of the resources adjacent to the railway, sufficient revenue should be earned to take care of the operating expense, and, with the continued improvement of the physical condition of the railway, it may yet be a factor in the development of the great Peace River country.

In the Stawamus, Mamquam, Squamish and Cheekye River valleys there are over 3,000,000,000 feet of large timber. This is all tributary to Squamish, where good mill sites and booming grounds are available.

Between Cheakamus Canyon and D'Arcy, sixty-five miles, there are on the Cheakamus, Green, Lillooet, Birkenhead and Gates River valleys and on the benches and side streams between 2,000,000,000 and 3,000,000,000 feet of fir, hemlock, cedar and white pine timber that is accessible to the railway. There are good mill sites at various places on the lakes and rivers. The government owns a considerable portion of this timber.

On the Bridge, Chilcotin and Blackwater rivers on the west side of the railway, the timber is more or less scattered. Most of this is fir and jack pine. Some of it is suitable for making ties, but in many places there is a good grade of saw timber. The estimate of timber on this large area is 15,000,000,000 feet, but only a portion of this is within shipping distance of the railway.

Big Stands of Pulpwood

On the Horsefly and Quesnel Lake watershed, there are nearly 7,000,000,000 feet of fir, spruce, cedar and balsam timber. Over 60 per cent. of this is suitable for pulpwood. The balance is good merchantable fir and cedar. It is said on good authority that there is enough pulp timber in this area, and growing, to supply two large pulp mills in perpetuity. The government still owns about 70 per cent. of this timber. There are good sawmill and pulp mill sites on these lakes and an abundance of hydro-electric power easily available for all purposes.

To develop the resources in this district economically, it will be necessary to build a branch line of railway fifty or sixty miles long. This will be of easy construction and will also serve a large agricultural and mining area.

There is another timber area further north on the Swift and Cottonwood rivers, said to contain half a billion feet.

Mineralized Zones of Promise

Within the limits of the area served by the P. G. E., there are fields of great promise for both lode and placer mining. Due to the want of railway transportation, little was done until recently, either in prospecting or in the development of lode minerals.

Since the advent of the railway, more prospecting has been done, with quite satisfactory results. From Squamish to Lillooet, the railway passes through a mineralized zone, in which gold, silver, copper, lead, zinc and iron have been found at McGuire, Mons, Pemberton. On the east side of the Lillooet River, some miles above Pemberton, there are some promising properties and considerable development work has been done on these. There are other prospects, both lode and placer, along Anderson and Seton lakes, on Cayoosh Creek and on Bridge River. On some of these properties development work is being done, with encouraging results. From Lillooet to Williams Lake there are large quantities of epsom salts, soda, gypsite and magnesite, and further development of some of these is expected in the near future. It is estimated that there are 150,000 tons of soda in lakes adjacent to the railway. From Williams Lake to Quesnel the country is more favorable for prospecting.

There is a large mineralized zone, extending from Soda Creek to near Quesnel. This is six or seven miles east of the railway. Some good assays have been obtained of gold, silver and copper.

The Cariboo district is known to have produced approximately $70,000,000 in placer gold. A large portion of this was taken out by the pioneers during the period of the gold rush and, naturally, only the most accessible could be reached.

Government returns show the placer gold output for Cariboo and Quesnel divisions has increased from $66,000 in 1920 to $230,000 in 1923, and a greater increase may be expected in the near future.

Large Areas of Dredging Ground

The Kafue Copper Development Company of London, Eng., has put in a deep-working dredge on Antler Creek, eight miles from Barkerville, at a cost of $250,000. This machine is completed and will start operations in the near future. This company first made an exhaustive examination of the ground, by drilling, and is fully cognizant of the values contained in the gravels. The estimate is over 30c per yard for 6,000,000 yards.

There are large areas of placer gold-bearing gravels at Barkerville, Keithly, railway, there are said to be some promising prospects at Whitewater and other points.

Coal Deposits Worth Developing

In the Quesnel section, between Quesnel and Alexandria, there are a large number of outcrops of lignite coal in seams, varying from two to fifteen feet, but none of these have been sufficiently developed to determine if it has any commercial value or not.

There is an enormous outcrop of subbituminous coal on Hat Creek, 15.8 miles from Pavilion station on the P. G. E. This coal burns well and has a commercial value. Dr. G. M. Dawson's report of 1878 says: "It is quite possible that in beds beneath those already known, fuels of a character of true coal may be found. Whether this is or is not the case in this locality can be determined by boring only." In view of the fact that Vancouver imports 12,000 to 15,000 tons of lignite coal from the State of Washington annually, it would appear that this property is well worth developing and, if found to have commercial value, will add greatly to the tonnage and success of the railway.

Many Large Water-Powers

There are many opportunities for the development of hydro-electric powers along and contiguous to the railway. There are hundreds of these, but I will mention only two or three of the larger ones, which are close to the railway or which will probably be developed in the near future.

During the summer of 1923 the city of Vancouver had three parties of engineers along the P. G. E. making surveys and estimates of the water-power available between Squamish and Pemberton and, from the estimates made, it is said that by the diversion of some of the streams in this area, 1,000,000 horsepower can be developed.

There is another large water-power proposition at Seton Lake, where it is proposed to divert the water from Bridge River to Seton Lake in a tunnel two and one-half miles long, through Mission Mountains. This will, when fully developed, generate 350,000 horsepower.

Another large power can be developed on the outlets of the Horsefly and Quesnel lakes and on the rivers below. These lakes have a storage area of approximately 170 square miles. There is over 700 feet fall between Quesnel Lake and where the Quesnel River flows into the Fraser. The Quesnel Lake power will most likely be required for the development of sawmills, pulp mills and mining.

In reading the history of practically all the pioneer colonization railways of America, you will find they all had difficulties, but these were overcome eventually as the natural resources of the area served by the railways were developed. The success of a colonization railway should not be measured by its direct earning power alone. Such a railway should be allowed a portion at least of all taxes, royalties, licenses, and other levies upon the natural resources developed by the advent of the railway.

Coast Steamers Have Busy Year

THE present summer's tourist business on the B. C. coast has been particularly heavy, four additional Alaskan trips having been made by the C. P. R. boats over and above the company's regular bi-weekly summer schedule between Vancouver and Skagway.

The story of the C. P. R. coast service is interesting.

Twenty-seven years ago the lure of yellow metal in the Klondike engaged the attention of gold seekers in all parts of the world just as fifty years previous thousands of fortune hunters had been brought to the Pacific coast in the California gold rush.

In '98 the gold diggers from all corners of the globe had gathered in Vancouver looking for passage to the northern fields of fortune. At that time there was not sufficient shipping in operation between this city and Skagway to meet the demand, so early in the year the Canadian Pacific Railway chartered two ships, the S. S. Athenian and the S. S. Tartar to ply this route. They continued in this service until the first panic was over, when they entered the company's trans-Pacific service between Vancouver and Hongkong. On this run, the S. S. Tartar became the first command of Captain Edward Beetham, R. N. R., now general superintendent of the Canadian Pacific Steamships at Vancouver.

It was not until 1901 that the Canadian Pacific took over the old Canadian Pacific Navigation Company with its fleet of coast steamers, so that the S. S. Tartar on the Skagway run in '98 represented the first steamship to be operated on the B. C. coast by the C. P. R.

The latest addition to the company's coast services, the S. S. Princess Kathleen, and her sister ship the S. S. Princess Marguerite, represent the perfection of every innovation introduced into coastal ships for a quarter of a century. With a gross tonnage each of 6,000, a passenger capacity of well over a thousand people on a day trip, and 317 first-class night passengers, they entered the triangle service between Vancouver, Victoria and Seattle early in May.

Big Increase in Lumber Exports from Fraser Port

After doubling in 1924 its previous year's lumber shipments, New Westminster has started off the year 1925 with a record that looks as though this year will be the banner one in the Royal City's history.

Canadian Securities, Canadian and Foreign Bonds,
New York Stocks, Mining Stocks, Chicago
and Winnipeg Grain.

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OUR statistical service covers the above departments, and we shall be glad to furnish reports on any security in which you may be interested, or to send you our weekly MINING, GRAIN and STOCK LETTERS upon request.

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Can you afford to die?

IT MIGHT surprise you to learn just how inheritance taxes would affect your personal estate at your death. Death taxes no longer fall only on wealthy people. Death taxes begin to-day on very small estates and bear heavily upon the heirs of people who had never imagined that the succession duty officers would take their toll from their small fund of property.

The growth in the succession duty burden has brought serious problems that have to be considered by every business man and investor. It is an actual fact that many men cannot now afford to die. Death will cause untold hardship to their widows, their children and other heirs.

Consider the recent case of the widow of a well-to-do man. Folks said, "Well, John left her well fixed. She doesn't have to worry." But she did have to worry. The money that was left her was tied up in property. The succession duties had to be paid in cash at once. She had to put a heavy mortgage on her home to pay the province its demands. Instead of comfort she was left worry.

This was not an extreme case. Things like that happen every day.

There is need for information on succession duties, information that every business man will understand, written in language shorn of legal technicalities. This information The Financial Post will supply in a series of ten articles on inheritance taxes in Canada, to begin practically at once.

The articles will discuss every phase of the inheritance tax problem; will tell you what any estate will have to pay; will tell how to reduce the burden by the proper investment of money; will tell how to avoid double taxation; will tell how to provide funds to meet succession duties; will advise as to the comparative burden in different provinces.

If you have any money saved up, if you own any property, if you control a business or if you have any life insurance, you will want to read these articles. They may reveal the need for startling changes in your financial habits.

To make it easy for you to read these articles and at the same time to get acquainted with The Financial Post we are offering The Financial Post for the next ten weeks, during which these articles will run, at $1. Thus, at small cost, you get this priceless information on inheritance taxes plus a great fund of useful business and investment news.

Fill in the coupon, pin a dollar to it, and get in on this series at the start.

Covering the Whole Subject of Inheritance Taxes in Canada

Here are some of the subjects that will be covered in this valuable series:

Who pays succession duties.
How much they amount to.
Comparative rates in different provinces.
Avoiding double succession duties.
Legal and illegal evasion of duties.
Life insurance and succession duties.
How to meet succession duties without inconvenience.
How to keep succession duties down.
Shall we abolish succession duties?
The revenue obtained through succession duties, etc., etc., etc.

The first article starts in the issue of next week August 21.

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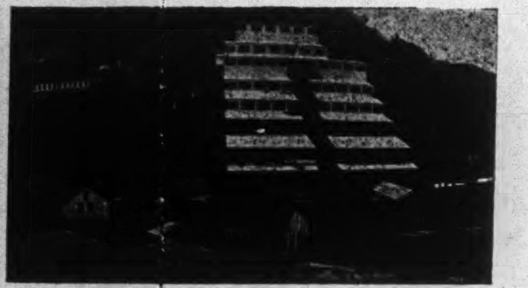
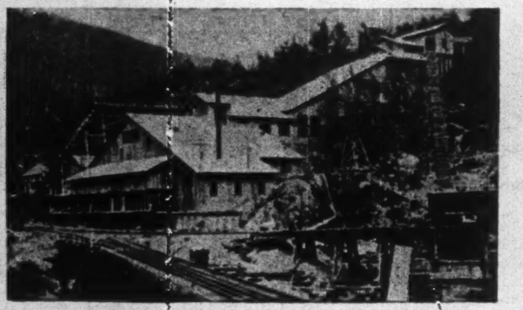
The Dawn of a New Day in British Columbia Mining



A Copper Mine and Smelter in B. C.

Copper Mining in British Columbia

The increased demand for copper is now on a solid foundation and is encouraging capacity production at the various plants and the energetic search for and opening of other properties. The principal production is from the mines of the Northern and Southern Coast, with some from Rossland and Boundary.



A Portland Canal Mine

The Portland Canal District

The greatest activity exists in the Portland Canal district in developing the producing mines and opening up the large number of promising prospects situated within easy distance of transportation.

Official Publications and Information

Annual Report, Minister of Mines.

B. C. Mineral Province, Synopsis of Laws.

Index Map of B. C. showing Mining Divisions.

Special and General Mining. Information on any subject given on application.

Immense Possibilities for Prospectors, Capitalists and Mining Investors

THE area of British Columbia is about 372,000 square miles; of this area only a small part has been closely and carefully prospected, and much is still slightly explored. Of this, 200,000 square miles, believed to be extensively mineralized, still remains as a virgin field for the prospector and for the investor in undeveloped properties,—a field such as exists to-day in but few other places in the world.

The Province is well supplied with railways giving access to the known deposits, while trunk motor roads, roads and trails are continually being built by the Government. Geological parties make intensive examinations and surveys, resulting in the opening up of new mineralized areas every year. Prospectors are always at work developing promising properties, enabling investors to obtain information with regard to any district. Security of title, fairness of the laws, and assistance by the Department of Mines, make British Columbia an ideal field for the investor.

1924 Mines Output

THE gross value of the Mineral production of the Province for the year 1924 was $48,704,604, an increase over 1923 of 18%. This is the greatest output in the history of the Province, being greater even than the wartime production. It is owing to greater tonnage mined rather than a change in prices. Total value for 1924; $48,704,604.

	Quantity	Value
Gold, placer, ounces ...	21,037	$ 420,750
Gold, lode, ounces	247,716	5,120,535
Silver, ounces	8,341,768	5,292,184
Copper, pounds	64,845,393	8,442,870
Lead, pounds	170,384,481	12,415,917
Zinc, pounds	79,130,970	4,266,741
Coal, tons (2,240 lb.)...	1,939,526	9,697,630
Coke, tons (2,240 lb.)..	30,615	214,305
Miscellaneous products		2,833,672
		$48,704,604

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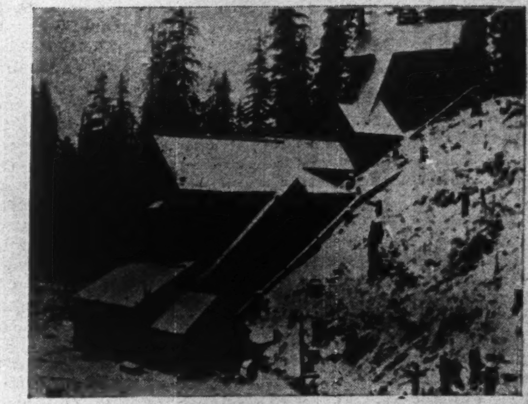

A Zinc-Lead Mill near Landon

Zinc-Lead Ores in British Columbia

Zinc-lead ores have been produced at an enormous increase in 1924, owing chiefly to great increase in production at the Sullivan mine. European and other demand for zinc and lead has become heavier and the prices have been much higher, resulting in the opening up of many large and small properties.

Hydraulic Operations at Quesnel

Placer Mining

Placer mining has shown a steady increase since the war and new areas are being prospected and developed each year. In the Cariboo, dredging operations are being carried on. Platinum is found in Similkameen and Quesnel Divisions.

Fair Mining Laws

The mining laws of British Columbia are very liberal in their nature. The terms of holding claims encourage the prospector and the titles are perfect. The fees are much lower than in any other province, while great assistance is given the miner in the building of roads and trails. Wage earners and investors in mining are fully protected by the laws.

The Province of British Columbia

Department of Mines

HON. WILLIAM SLOAN, *Minister* **VICTORIA, B.C.**